

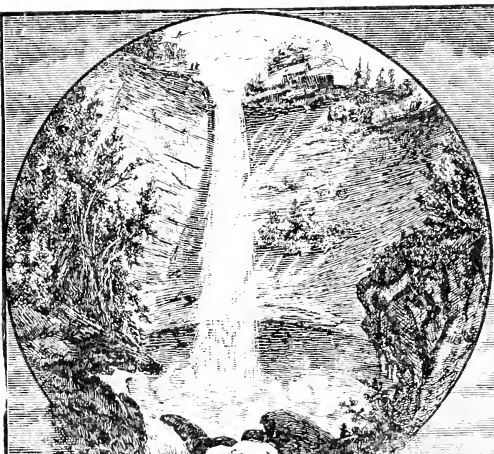
F
127
.H8B83



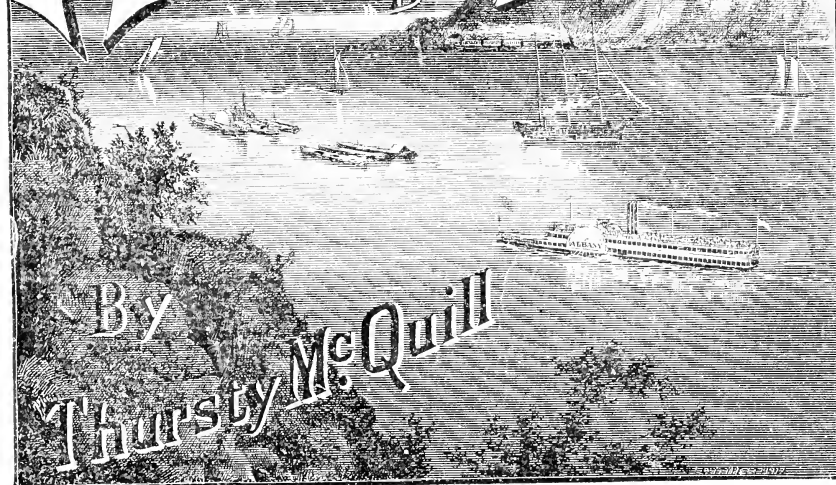
Class _____

Book _____

COPYRIGHT DEPOSIT



THE HUDSON BY DAYLIGHT



By
Thursty McQuill

THE "METROPOLITAN OPTICAL WORKS."

M. MILLER,
MANUFACTURING OPTICIAN,

IMPORTER, MANUFACTURER AND JOBBER OF

Optical Goods of Every Description.

We are the largest manufacturers of the Celebrated

SKELETON EYE-GLASSES and SPECTACLES,

The Lightest and Finest Goods in Market.

SOLE DEPOT for every variety of DRIVING BEACH GLASSES, and MILLER'S
PATENT INDESTRUCTIBLE "TURTLEINE" EYE-GLASSES.

AGENTS SUPPLIED.

Factories: Greenpoint, also Fulton, Nassau and Centre Streets, New York.

OFFICE AND SALESROOM,

86 NASSAU STREET, NEW YORK.

For Sale at the News Stands on these Boats.

THE
HUDSON RIVER
BY DAYLIGHT.

NEW YORK TO ALBANY AND TROY,

CATSKILL MOUNTAINS, SARATOGA SPRINGS,
LAKE GEORGE, LAKE CHAMPLAIN, AUSABLE CHASM,
ST. ALBANS, PLATTSBURG, ADIRONDACKS, MONTREAL, UTICA,
SYRACUSE, ROCHESTER, CHAUTAUQUA, BUFFALO, NIAGARA
FALLS, TRENTON FALLS, THOUSAND ISLANDS,
HOWE'S CAVE, AND RICHFIELD SPRINGS.

...

COPYRIGHT 1854, BY WALLACE BRUCE.

PUBLISHED BY
GAYLORD WATSON,
278 PEARL STREET,
NEW YORK.

1854
NEW YORK

CIVIL, MECHANICAL, AND MINING ENGINEERING,
—AT THE—
Rensselaer Polytechnic Institute,
TROY, N. Y.

The Oldest Engineering School in America.

NEXT TERM BEGINS SEPT. 17, 1884.

The Register for 1884 contains a list of the graduates for the past fifty-six years, with their positions ; also, course of study, requirements, expenses, etc.

Address

DAVID M. GREENE, Director.

BRYANT LITERARY UNION.

"The Best Talent for the Least Money."

ALL LECTURE COMMITTEES, ASSOCIATIONS, or INDIVIDUALS, who contemplate a Lecture Course the coming season, will do well to send for a Circular of this Lecture Bureau. Address

BRYANT LITERARY UNION,

New York Evening Post Building,

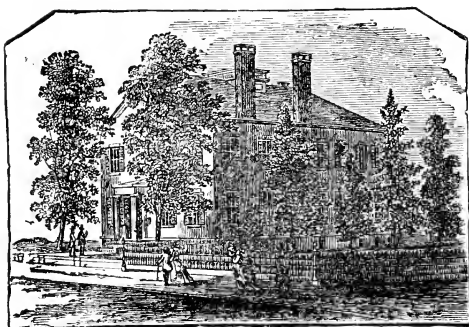
NEW YORK CITY.

Fig 7
148383

CONTENTS.

General Historic Features of the Hudson occupy pages.....	3 to 14
New York to Tarrytown.....	14 to 19
Tarrytown to West Point.....	19 to 31
West Point to Newburgh.....	31 to 34
Newburgh to Poughkeepsie.....	34 to 44
Poughkeepsie to Rhinebeck.....	44 to 45
Rhinebeck to Catskill.....	58 to 69
Catskill to Hudson.....	69 to 70
Hudson to Albany.....	70 to 75
Albany to Saratoga.....	77 to 90
Saratoga to Adirondacks.....	93 to 95
Saratoga to Lake George, Ausable Chasm.....	95 to 107
Adirondacks and Montreal.....	107 to 118
Albany to Howe's Cave, Cooperstown, and Richfield Springs.....	120 to 126
Albany to Thousand Islands, Chautauqua, and Niagara Falls.....	129 to 150

"Be it ever so homely,



There's no place like home."

THE FIRST STOPPING PLACE
for Tourists and Travelers should be the "Home
Office," or an Agency of

THE * TRAVELERS
Life and Accident Insurance Company,
OF HARTFORD, CONN.

Original Accident Company of America. Largest in the World.

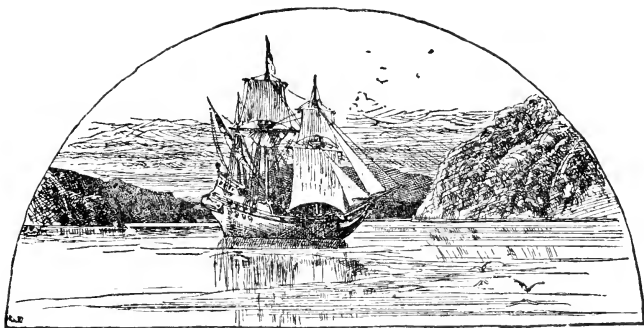
Assets, January 1, 1884,	\$7,435,000.00
Surplus,	1,868,000.00
Paid Policy-Holders,	9,500,000.00

WRITES

GENERAL ACCIDENT POLICIES, by Year or Month,
REGISTERED ACCIDENT TICKETS, One to Thirty Days,
LIFE AND ENDOWMENT POLICIES, of all Desirable Forms.

JAMES G. BATTERSON, *Pres't.* RODNEY DENNIS, *Sec'y.*
JOHN E. MORRIS, *Assistant Secretary.*

AGENCIES IN ALL THE IMPORTANT POINTS IN THE UNITED STATES AND CANADA.



THE HUDSON.

Hendrick Hudson's trip up the river which now bears his name was prophetic of its future. He was looking for a route to the Pacific, but returned to Europe without knowing that he had in fact found the only pass in the Blue Ridge through which tide-water ebbs and flows. The Highlands are the eastern portals to the valley of the Mississippi; and the Hudson and Mohawk stand like a great guide-board, with hand pointing west.

Every other route has mountains, from 1,000 to 2,000 feet, to climb. Here is a natural highway, which Clinton completed by overcoming a few feet of grade, to the level of Lake Erie above Niagara. The importance of this waterway to New York and the entire country can hardly be estimated.

As beautiful and romantic as the Hudson is, it was intended for something more than "a thing of beauty." It is our purpose in this Guide-Book to give its historic features, its legendary lore, and facts which the tourist desires to know. In the first thirteen pages we note its Sources, its Discovery, its Indian tribes, its Old Reaches, and its Early Settlements—as preparatory points to the general description, which begins on page fourteen, with the division "From New York to Tarrytown."

THE SOURCES OF THE HUDSON.—The Hudson rises in the Adirondacks, and is formed by two branches: the northern branch (17 miles in length), rising in Indian Pass, at the base of Mount McIntyre; the eastern branch (20 miles in length), rises in a little lake poetically called the “Tear of the Clouds,” lying under the summit of Tahawas, 4,000 feet above the sea. About thirty miles below this junction it receives the waters of Boreas River, and in the southern part of Warren County, nine miles east of Lake George, receives the tribute of the Schroom. About fifteen miles north of Saratoga it receives the waters of the Sacandaga. Next the streams of Battenkill and the Walloomsac; and a short distance above Troy its largest tributary, the Mohawk. The tide rises about one foot at Troy and two feet at Albany. and from Troy to New York, a distance of one hundred and fifty miles, the river is navigable by large steamboats. The principal streams which flow into the Hudson between Albany and New York are the Norman’s Kill, on west bank, two miles south of Albany; the Moudener’s Kill, at Castleton, eight miles below Albany, on the east bank; Cocksackie Creek, on west bank, seventeen miles below Albany; Kinderhook Creek, six miles north of Hudson; Catskill Creek, six miles south of Hudson; Roeliffe Jansen’s Creek, on east bank, seven miles south of Hudson; the Esopus Creek, which empties at Saugerties; the Rondout Creek, at Rondout; the Wappingers, at New Hamburg; the Fishkill, at Matteawan, opposite Newburgh; the Peekskill Creek, and Croton River. The course of the River is nearly north and south, and drains a comparatively narrow valley. It is emphatically the “River of the Mountains,” as it rises in the Adirondacks, flows between the Catskills and the Berkshire Hills. (this Berkshire Range being twenty miles to the east, is not seen from the river), past the Shawangunk Mountains, through the Highlands, and under the rocky wall of the Palisades.

COMPARED WITH THE RHINE.—The Hudson is sometimes compared with the Rhine, but when we present the figures as taken from Baedeker’s reliable Guide to the Rhine, it is rather a contrast than a comparison.

Breadth of the Rhine.

At Bâle,	567 feet.	At Bonn,	1596 feet.
“ Mannheim,	1287 “	“ Cologne,	1299 “
“ Mayence,	1276 “	“ Düsseldorf,	1227 “
“ Coblenz,	1197 “	“ Schenkenschanz,	2727 “

The breadth of the Rhine therefore from Manheim to the last unspellable and unpronounceable name varies from one-quarter to one-half a mile. The average breadth of the Hudson from New York to Catskill is probably two miles. In Tappan Zee and Haverstraw Bay the river is from three to four

miles wide. The truth is that the Hudson is a vast estuary of the sea, and if it were not dammed up by the ocean it would be hardly larger than the Connecticut or the Delaware. The tide rises two feet at Albany, and the river has therefore only a fall of four or five feet in the course of one hundred and fifty miles. It is not the fault of the Rhine that it looks tame contrasted with the Hudson. Even the Mississippi at St. Louis looks insignificant compared with the Hudson at Tarrytown and Haverstraw. What the Hudson lacks in castles it makes up in grand villas and mansions, and the "Craggs of Drachenfels" are not to be mentioned in the same sentence with the grand domes and cliffs of the Highlands. The writer of this handbook had for his companion one day a Professor of the University of Berlin. He said you lack our castles, but the Hudson is infinitely grander. Thackeray, in his *Virginians*, gives the Hudson the verdict of beauty, and George William Curtis poetically says, comparing the Hudson with the rivers of the Old World: "The Danube has in part glimpses of such grandeur. The Elbe has sometimes such delicately pencilled effects. But no European river is so lordly in its bearing, none flows in such state to the sea."

ITS DISCOVERY.—In the year 1524, thirty-two years after the discovery of America, the navigator, Verrazzani, anchored off the island of Manhattan and proceeded a short distance up the river; but it was reserved for Hendrich Hudson, with a mixed crew of eighteen or twenty men in the "Half Moon," to explore the river from Sandy Hook to Albany, and carry back to Europe a description of its beauty. He had already made two voyages for the Muscovy Company—an English corporation—in quest of a passage to China, *via* the North Pole and Nova Zembla. In the autumn of 1608 he was called to Amsterdam, and sailed from Texel, April 5, 1609, in the service of the Dutch East India Company—*en route* for Chesapeake and China. He reached Cape Cod August 6, and Chesapeake Bay August 28th; from which point he coasted north to Sandy Hook. He entered the Bay of New York September the 3rd, passed through the Narrows, and anchored in what is now called Newark Bay; on the 12th resumed his voyage, and drifting with the tide, anchored over night on the 13th just above Yonkers; on the 14th passed Tappan and Haverstraw Bays, entered the Highlands, and anchored for the night near West Point. On the morning of the 15th entered Newburgh Bay, and reached Catskill on the 16th, Athens on the 17th, and Castleton and Albany on the 18th, and then sent out an exploring boat as far as Waterford. He became thoroughly satisfied that this course did not lead to the South Sea or China—a conclusion in harmony with that of Champlain, who, the same summer, had been making his way south, through Lake Champlain and Lake George, to the South Sea.

The two explorers were therefore, within sixty miles of each other, bent on the same purpose, coming from different directions. There is something humorous in the idea of these old mariners attempting to sail through a continent 3,000 miles wide, seamed with mountain chains from 12,000 to 15,000 feet high. His return voyage began September 23rd. He anchored again in Newburgh Bay the 25th, and reached Stony Point October 1st ; reached Sandy Hook the 4th, and then returned to Europe.

THE INDIAN TRIBES.—According to Mr. Ruttenber, whose carefully prepared work on the “Indian Tribes of Hudson’s River” reveals the patient student and careful scholar, the names and location of the Indian tribes were not ascertained with clearness by the early Dutch settlers. According to documents, treatises and information, subsequently obtained, it is now settled that the Mahicans held possession “under sub-tribal organizations” of the east bank of the river from an undefined point north of Albany to the sea, including Long Island ; that their dominion extended east to the Connecticut, where they joined kindred tribes ; that on the west bank of the Hudson they ran down as far as Catskill, and west to Schenectady ; that they were met on the west by the territory of the Mohawks, and on the south by tribes of the Lenni Lenapes or Delawares, whose territory extended thence to the sea, and west to and beyond the Delaware River. The Mahicans had a castle at Catskill and at Cohoes Falls. The western side of the Hudson, above Cohoes, belonged to the Mohawks, a branch of the Iroquois. Therefore, as early as 1630, three great nations were represented on the Hudson—the Mahicans, the Delawares and the Iroquois. The early French missionaries refer to the “nine nations of Manhinyans, gathered between Manhattan and the environs of Quebec.” These several nations have never been accurately designated, although certain general divisions appear under the titles of Mohegan, Wappinger, Sequins, etc. “The government of the Mahicans was a democracy. The office was hereditary by the lineage of the wife ; that is, the selection of a successor on the death of the chief, was confined to the female branch of the family.” According to Ruttenber, the precise relation between the Mahicans of the Hudson and the Mohegans under Uncas, the Pequot chief, is not known. In a foot note to this statement, he says : “The identity of name between the Mahicans and Mohegans, induces the belief that all these tribes belonged to the same stock,—although they differed in dialect, in territory, and in their alliances.” The two words, therefore, must not be confounded.

THE FIRST GUIDE BOOK MAN OF THE HUDSON was Robert Juet. His journal is not only a record of Hudson’s voyage up the river, but it abounds with graphic and pleasing incidents as to the people and their customs. At

the Narrows the Indians came aboard the Half Moon, "clothed in mantles of feathers and robes of fur, the women clothed in hemp; red copper tobacco pipes, and other things of copper, they did wear about their necks." At Yonkers they came on board in large numbers. Two were detained and dressed in red coats, but they sprang overboard and swam away. At Katskill they found "a very loving people, and very old men. They brought to the ship Indian corn, pumpkins and tobaccos." At Castleton the "Master's mate went on land with an old savage, governor of the country, who carried him to his house and made him good cheere." "I sailed to the shore," he writes, "in one of their canoes, with an old man, who was chief of a tribe, consisting of forty men and seventeen women. These I saw there in a house well constructed of oak bark, and circular in shape, so that it has the appearance of being built with an arched roof. It contained a large quantity of corn and beans of last year's growth, and there lay near the house, for the purpose of drying, enough to load three ships, besides what was growing in the fields. On our coming to the house, two mats were spread out to sit upon, and some food was immediately served in well-made wooden bowls. Two men were also dispatched at once, with bows and arrows in quest of game, who soon brought in a pair of pigeons, which they had shot. They likewise killed a fat dog, (probably a black bear), and skinned it in great haste, with shells which they had got out of the water." The well-known hospitality of the Hudson River valley, has therefore, "high antiquity" in this record of the garrulous writer. At Hudson the Indians flocked to the vessel, and Hudson determined to try the chiefs to see "whether they had any treachery in them." "So they took them down into the cabin, and gave them so much wine and *aqua vite*, that they were all merry. In the end one of them was drunk, and they could not tell how to take it." The old chief, who took the *aqua vite*, was so grateful when he awoke the next day, that he showed them all the country, and gave them venison.

NAMES OF THE HUDSON.—It is said that the Iroquois called the river the "Cohatatea." The Mohegans and Lenapes called it the "Mahicanituk," or "the ever-flowing waters." It has been called the "Shatemuck" in verse, and the "Manhattan," from the tribe that dwelt at its mouth. Hudson named it the "River of the Mountains," a name which the French retained in Rio de Montaigne. The Dutch called it the "Mauritius," in 1611, in honor of Prince Maurice of Nassau. It was called "Hudson's River" not by the Dutch, as generally stated, but by the English, as Henry Hudson was an Englishman, although he sailed from a Dutch port, with a Dutch crew, and a Dutch vessel. It was called also by the English the "North River," to dis-

tinguish it from the Delaware—the “South River,”—and from the Connecticut—the “East River.” The Hudson is still frequently styled the “North River,” and the “East River” often applied to Long Island Sound.

THE OLD REACHES.—The Hudson was divided at one time by the old navigators, long before the days of “propelling steam,” into fourteen Reaches—one of which survives in the poetic name of Claverack, the Clover-Reach. We will give some of these as a matter of historic interest: The *Great Chip-Rock* Reach—the Palisades—were known by the old Dutch settlers as the “Great Chip,” and so styled in the Bergen Deed of Purchase, viz., the great chip above Weehawken. The *Tappan* Reach, on the east side of which dwelt the Manhattans, on the west side the Saulrickams and the Tappans. The third reach extends upward to a narrow point called *Haverstroo*; then comes the *Seylmaker’s* Reach, and then *Crescent* Reach; next *Hoge’s* Reach, and then *Vorsen* Reach, which extends to Klinkersberg, or Storm King, the northern portal of the Highlands. This is succeeded by *Fisher’s* Reach where, on the east side once dwelt a race of savages called Pachami. “This reach,” in the language of De Laet, “extends to another narrow pass, where, on the west, is a point of land which juts out, covered with sand, opposite a bend in the river, on which another nation of savages—the Waoranecks—have their abode at a place called Esopus. Next, another reach, called *Claverack*; then *Backerack*; next the *Playsier* Reach, and *Vaste* Reach, as far as Hinnenhock; then the *Hunters* Reach, as far as Kinderhook; and Fisher’s Hook, near Shad Island, over which, on the east side, dwell the Mahicans.” These old reaches and names have long passed away from the use or memory of even the river pilots, and may, perhaps, possess interest only to the antiquarian. But there are

FIVE DIVISIONS, OR REACHES, OF THE HUDSON,

which we imagine will have interest for all, as they present in brief an analysis easy to be remembered—divisions marked by something more substantial than sentiment or fancy, expressing five distinct characteristics—

GRANDEUR, REPOSE, SUBLIMITY, THE PICTURESQUE, BEAUTY.

1. THE PALISADES, an unbroken wall of rock for fifteen miles—GRANDEUR.
2. THE TAPPAN ZEE, surrounded by the sloping hills of Nyack, Tarrytown, and Sleepy Hollow—REPOSE.
3. THE HIGHLANDS, where the Hudson for twenty miles plays “hide and seek” with “hills rock-ribbed and ancient as the sun”—SUBLIMITY.
4. THE HILLSIDES for miles above and below Poughkeepsie—THE PICTURESQUE.
5. THE CATSKILLS, on the west, throned in queenly dignity—BEAUTY.

THE FIRST SETTLEMENTS OF THE HUDSON.—From Wassenauer's *Historie van Europa*, 1621-1632, as translated in the 3rd volume of the *Documentary History of New York*, a castle—Fort Nassau—was built in 1624, on an island on the north side of the River Montagne, now called Mauritius. "But as the natives there were somewhat discontented, and not easily managed, the projectors abandoned it, intending now to plant a colony among the Maikans, (Mahicans), a nation lying twenty-five miles (American measure, seventy-five miles) on both sides of the river, upwards." In another document we learn that "the West India Company being chartered, a vessel of 130 lasts, called the new Netherland, whereof Cornelius Jacobs, of Hoorn, was skipper, with thirty families, mostly Walloons, was equipped in the spring of 1623. In the beginning of May they entered the Hudson, found a Frenchman lying in the mouth of the river, who would erect the arms of the king of France there, but the Hollanders would not permit him, opposing it by commission from the Lord's States General and the Directors of the West India Company, and in order not to be frustrated therein, they convoyed the Frenchman out of the rivers." This having been done, the ship sailed up to the Maikans, 140 miles, near which they built and completed a fort, named "Orange," with four bastions, on an island, by them called "Castle Island." This was probably the island below Castleton, now known as Baern Island, where the first white child was born on the Hudson.

In another volume we read that "a colony was planted in 1625 on the Manhetes Island, where a fort was staked out by Master Kryn Fredericke, an engineer. The counting-house is kept in a stone building thatched with reed; the other houses are of the bark of trees. There are thirty ordinary houses on the east side of the river, which runs nearly north and south." This is the description of New York City a little more than two centuries and a half ago, when Charles the First was King of England.

THE ORIGINAL MANORS AND PATENTS.—According to a map of the Province of New York, published in 1779, the Phillipsburg Patent embraced a large part of Westchester County. North of this was the Manor of Cortland, reaching from Tarrytown to Anthony's Nose. Above this was the Phillipse Patent, reaching to the mouth of Fishkill Creek, embracing Putnam County. Between Fishkill Creek and the Wappingers Creek was the Rombout Patent. The Shuyler Patent embraced a few square miles in the vicinity of Po'keepsie. Above this was the purchase of Falconer & Co., and east of this purchase was what was known as the Great Nine Partners. Above the Falconer Purchase was the Henry Beekman Patent, reaching to Esopus Island, and east of this the Little Nine Partners. Above the Beekman Patent was the Schuyler Patent.

Above this was the Manor of Livingston, reaching from Rhinebeck to Catskill Station, opposite Catskill. Above this Rensselaerwick, reaching north to a point opposite Coeymans. Above this was the Manor of Rensselaer, reaching on both sides of the river to a line running nearly east and west, just above Troy. North and west of this Manor was the County of Albany, since divided into Rensselaer, Saratoga, Washington, Schoharie, Greene and Albany. The Rensselaer Manor was the only one that reached across the river. The west of the Hudson, below the Rensselaer Manor, is simply marked on the maps as Ulster and Orange Counties.

FINAL SURRENDER OF NEW NETHERLAND TO THE ENGLISH.—On the 10th of November, 1674, the Province of New Netherland was surrendered by Governor Colve to Governor Major Edmund Andros, on behalf of his Britannic Majesty. The letter sent by Governor Andros to Governor Colve is interesting in this connection: "Being arrived to this place with orders to receive from you in the behalf of his Majesty of Great Britain, pursuant to the late articles of peace with the States Generals of the United Netherlands, the New Netherlands and Dependencies, now under your command, I have herewith, by Capt. Philip Carterett and Ens. Caesar Knafton, sent you the respective orders from the said States Generall, the States of Zealand and Admiralty of Amsterdam, to that effect, and desire you'll please to appoint some short time for it. Our soldiers having been long aboard, I pray you answer by these gentlemen, and I shall be ready to serve you in what may lay in my power. Being from abroad his Majesty's ship, The Diamond, at anchor near. Your very humble servant. Staten Island this 22d Oct., 1674." After nineteen days' deliberation, which greatly annoyed Governor Andrews, New Amsterdam was transferred from Dutch to English authority, and named New York, in honor of the brother of the English King, Duke of York and Albany.

NEW YORK SONS OF LIBERTY.—The inhabitants of the fair Island of Manhattan were shoulder to shoulder with New England in asserting the rights of the American Colonies. In 1767, in the eighth year of the reign of George the IIIrd, they issued a document of straightforward Saxon, and Sir Henry Moore, Governor-in-Chief over the Province of New York, offered fifty pounds to discover the author or authors. The paper read as follows: "Whereas, a glorious stand for Liberty did appear in the Resentment shown to a Set of Miscreants under the Name of Stamp Masters in the year 1765, and it is now feared that a set of Gentry called Commissioners (I do not mean those lately arrived at Boston) whose odious Business is of a similar nature, may soon make their appearance amongst us in order to execute their detestable office. It is therefore hoped that every votary of that celestial

Goddess Liberty, will hold themselves in readiness to give them a proper welcome. Rouse, my Countrymen, Rouse ! (Signed) *Pro Patria.*"

In December, 1769, a stirring address "To the Betrayed Inhabitants of the City and County of New York," signed by a Son of Liberty, was also published, asking the people to do their duty in matters pending between them and Britain. "Imitate," the writer said, "the noble examples of the friends of Liberty in England ; who, rather than be enslaved, contend for their rights with king, lords and commons ; and will you suffer your liberties to be torn from you by your Representatives ? tell it not in Boston ; publish it not in the streets of Charles-town. You have means yet left to preserve a unanimity with the brave Bostonians and Carolinians ; and to prevent the accomplishment of the designs of tyrants."

Another proclamation, offering a reward of fifty pounds, was published by the "Honorable Codwallader Colden, Esquire, His Majesty's Lieutenant-Governor and Commander-in-Chief of the Province of New York and the territories depending thereon in America," with another "God Save the King" at the end of it. But the people who commenced to write Liberty with a capital letter and the word king in lower case type were not daunted. Captain Alexander McDougal was arrested as the supposed author. He was imprisoned eighty-one days. He was subsequently a member of the Provincial Convention and in 1775 was appointed Colonel of the first New York Regiment, and in 1777 rose to the rank of Major-General in the U. S. Army. New York City could well afford a monument to the Sons of Liberty. She has a right to emphasize this period of her history, for her citizens passed the first resolution to import nothing from the mother country, burned ten boxes of stamps sent from England before any other colony or city had made even a show of resistance, and, when the Declaration was read, pulled down the leaden statue of George III. from its pedestal in Bowling Green, and moulded it into Republican Bullets.

NEW YORK AND BROOKLYN.—The island of New York was purchased from the Indians, in 1624, for the sum of sixty guilders, or about \$24, and soon became the headquarters of the fur trade. In June, 1636, the first land was bought on Long Island ; and in 1667 the Ferry Town, opposite New York was known by the name "Breuckelen," signifying "broken land," but the name was not generally accepted until after the Revolution. Bergen was the oldest settlement in New Jersey. It was founded in 1616 by the Dutch colonists to the New Netherlands, and received its name from Bergen, in Norway. Paulus Hook, or Jersey City, in 1638, was the farm of William Kieft, Director General of the Dutch West India Company. In 1699, the population of New

York was about 6,000. In 1800, it reached 60,000; and the growth since that date is almost incredible. It is amusing to hear elderly people speak of the country lying north of the City Hall, and of the drives *in the country* north of Canal Street. In the Documentary History of New York, a map of a section of New York appears as it was in 1793, when the Gail, Work House, and Bridewell stood in the outskirts of the city, occupying the site of the City Hall, with two ponds to the north—East Collect Pond and Little Collect Pond,—sixty feet deep and about a quarter of a mile in diameter, the outlet of which crossed Broadway at Canal Street and found its way to the Hudson. (On this pond John Fitch claims to have launched the first boat ever propelled by steam, some six years before Fulton made trial of his boat on the river Seine in France, and ten years prior to his putting into operation his boat Clermont in New York.) In 1830, the population of New York was 202,000; in 1850, 515,000; in 1860, 805,000; in 1870, 942,000; in 1880, 1,250,000. This is independent of Brooklyn, whose population has increased from a city of 2,000, in 1800, to a city of 600,000, in 1880. So that the port of New York, with the cities which encircle it, represents a population of at least two millions of people, not to speak of its outskirts and dependencies, which would make its total population at least two millions and a half. The dream of Oloffe Van Kortland, as narrated by Washington Irving, has certainly been more than realized, for Oloffe did not see in his vision the Great Bridge between New York and Brooklyn, the greatest mechanical work of the Nineteenth Century.

HUDSON RIVER STEAMBOATS.—An accurate history of the growth and development of steam navigation on the Hudson, from the building of the “Clermont” by Robert Fulton to the building of the superb steamers, the “Albany” and “Vibbard,” would form a very attractive book. The first nine years produced nine steamers, to wit :

Clermont, built in 1807,	. . . . .	166 tons
North River, built in 1808,	. . . . .	295 “
Car of Neptune, built in 1809,	. . . . .	280 “
Hope, built in 1811,	. . . . .	280 “
Perseverance, built in 1811,	. . . . .	331 “
Paragon, built in 1811,	. . . . .	370 “
Richmond, built in 1813,	. . . . .

To give a complete list would fill many pages, and be as unprofitable as the list of Homer's heroes in the Second Book of the Iliad.

It makes one smile to read the newspaper notices of those days, and we give some of them for the benefit of the traveler. The time was rather long, and the fare rather high—thirty-six hours to Albany, fare seven dollars.

From the Albany Gazette, dated September, 1807.

"The North River Steamboat will leave Paulus Hook Ferry (now Jersey City) on Friday the 4th of September, at 9 in the morning, and arrive at Albany at 9 in the afternoon on Saturday. Provisions, good berths, and accommodation are provided. The charge to each passenger is as follows :

To Newburg,	Dols. 3,	Time 14 hours.
Poughkeepsie,	" 4,	" 17 "
Esopus,	" 5,	" 20 "
Hudson,	" 5½,	" 30 "
Albany,	" 7,	" 36 "

For places apply to Wm. Vandervoort, No. 48 Courtland street, on the corner of Greenwich street, September 2d, 1807.

Extract from the New York Evening Post, dated October 2d, 1807.

Mr. Fulton's new-invented steamboat, which is fitted up in a neat style for passengers, and is intended to run from New York to Albany as a packet, left here this morning with ninety passengers, against a strong head wind. Notwithstanding which, it is judged that she moved through the waters at the rate of six miles an hour.

Extract from the Albany Gazette, dated October 5th, 1807.

Friday, October 2d, 1807, the steamboat (Clermont) left New York at ten o'clock a m., against a stormy tide, very rough water, and a violent gale from the north. She made a headway beyond the most sanguine expectations, and without being rocked by the waves.

Arrived at Albany, October 4th, at 10 o'clock p. m., being detained by being obliged to come to anchor, owing to a gale and having one of her paddle wheels torn away by running foul of a sloop.

THE ALBANY AND VIBBARD.—The time-table of the Albany and Vibbard presents a vivid contrast to the steam navigation of eighty years ago, and Robert Fulton would wonder what had happened if he could stand at the prow of one of these steamers when the water falls away, cut by a rainbow cimeter of spray. He would admire the dining-room, on the main deck, as he took in the Palisades-and-Highlands-on-toast. He would wonder at the great engine of polished steel, with 73-inch cylinder and 12-foot stroke, working almost noiselessly, and admire the way the pilot lands at the docks, even as a driver brings his buggy to a horse-block ; for in his day, and long afterwards, the passengers were "slued" ashore in little boats, as it was not thought safe to land a steamboat against a wharf. It is impossible to give in brief a description of these well-appointed steamboats, but it may be of interest to the tourist to know something of the newest steamboat on the Hudson, constructed three-quarters of a century after the Clermont.

THE ALBANY, built by Harlan & Hollingsworth, of Wilmington, Delaware, is the largest steamer thus far built for day travel on the Hudson.

Her length is 295 feet, and her width 40 feet, or 75 feet at the widest point, including the wheelhouses. The three boilers are each 33 feet long, and 8 feet 10 inches in diameter. They are placed below the deck athwartship, and each has its own smokestack. The ponderous engine is a beautiful piece of work, and, like a thing of life, seems to realize its own power. It is in brief a rhythmic poem in steel. The finish of the steamer, on the main and upper decks, is finer than that of any steamer in the world. The walls are of mahogany, ash, and maple, and tastefully carved. There are private parlors, for the use of parties or families; and a hurricane deck, arranged with seats, with ample space for promenades. The old prophecy of iron floating is fully realized in the Albany, for her gracefully-curved hull is constructed wholly of iron, and her draught of water is nearly a foot less than that of a wooden hull of the same dimensions. The Albany is probably the fastest steamboat afloat. On her trial trip she ran from Yonkers to New York, 16 miles, in 37 minutes and 30 seconds. She can easily run 25 miles an hour. The Chauncey Vibbard, so long a favorite on the Hudson River, has been remodeled after the pattern of the Albany, and the traveler will find on both of these steamers everything for his convenience and comfort.

FROM NEW YORK TO TARRYTOWN.

As the steamer leaves the Vestry Street Landing, an extensive view is obtained of New York Harbor to the south, the prominent buildings of the city from the Battery to the Post-office Dome, and the Piers of the East River Bridge. North of this the city reaches away with a sense of vastness, second only to that of London from the Thames. But the Thames is small indeed, compared with the Hudson, for the river is here one mile and a half in width, and gradually widens toward the north. Jersey City, with a population exceeding 100,000, will be seen on the west bank, and north of this Hoboken, with a population of 30,000. While looking at this beautiful, shifting panorama the steamer has approached the up-town landing at 22nd Street. Halting just long enough to take on its load of passengers, it leaves its dock promptly, on schedule time. The Stevens Castle will be seen on the west bank, and St. Michael's Monastery, with its dome and towers, on the west bank. Just north of the Stevens Castle, close to the river, will be seen the Elysian Fields; above this Weehawken, where, near the river bank, Alexander Hamilton was killed, in a duel with Aaron Burr. The narrow ledge of rock, where he fell, that eventful morning of July 11, 1804, was blasted away by the West Shore Railroad. The St. Andrew's Society, a short time after the duel, erected a monument on the spot, to the memory of the great states-

man, but it was gradually destroyed by visitors, and taken away in pieces, souvenirs of a sad tragedy.

The square red tower among the trees on west bank, above Weehawken, belongs to the Hoboken Water Works, which supply Hoboken, West Hoboken and Union Hill with water from the Hackensack. Passing the docks of the Manhattan Oil Company and the West Shore Railroad, on the west bank, and wondering at the prominent white building perched on the hillside, until some friend tells you it is a lager beer brewery, we turn to the east bank to see the Roosevelt Hospital, a brick structure with high pointed spire. We pass the New York Orphan Asylum, at Sixty-fifth street, and the new yellow tinted building with many pointed roof, known as the Navarro Flats. We see, on the west side, the Chemical Works, with cosy little village to the south, and admire the substantial *Boulevard* on the east shore, with its pleasant residences. We pass Manhattanville, on the east bank, with its College and sightly Convent, the Ottendorfer Pavilion of Moorish architecture, built in 1877 by the editor of the "Zeitung," and pass Carmansville, where Audubon, the ornithologist, lived, at 152nd street. The Hotel near the river is known as the River House, and the village opposite, on the west bank, has the reposeful name of Pleasant Valley. The New York Institute, for the Deaf and Dumb, is a commanding building, on the east bank, of Milwaukee brick. Large Picnic Houses, on the west bank, at the foot of the Palisades, demand also their share of attention. The points have been so crowded that we have hardly been able to answer grammatically, or rhetorically, the questions of the tourist. We have now reached the first historic point on the river, and stop for a moment to take breath.

FORT WASHINGTON AND FORT LEE. (Ten Miles From New York).—Fort Washington is on the east bank and Fort Lee on the west. A large gilded dome is sometimes seen by the tourist among the trees on Washington Heights. This was the home of James Gordon Bennett, and it was near this house where Fort Washington stood. These works were captured by the British, November 15, 1776. It was the second defeat of the American army in New York and a severe blow at this early stage of the Revolutionary struggle. This fort was the western end of a series of works extending, for defense, along the northern part of the island. The point near the river is known as Jeffrey's Hook, and here were some redoubts built in connection with the fort. Fort Lee, on the west bank, on the southern point of the Palisades, was abandoned by the Americans on the defeat of the Americans at Fort Washington.

THE PALISADES—The Palisades are from 250 to 600 feet high and extend

from this point fifteen miles. They present a bold columnar front to the river. They were known by the old Dutch settlers as the Chip Rock, and resemble the Giant Causeway on the northern coast of Ireland. As the basaltic trap-rock is one of the oldest geological formations, we might still appropriately style the Palisades "a *chip* of the old block." They separate the valley of the Hudson from the valley of the Hackensack. The Hackensack rises in Rockland Lake, within two or three hundred yards of the Hudson, and the rivers for thirty miles flow side by side, but are effectually separated from each other by a wall more substantial than even the 2,000 mile structure of the "Heathen Chinees."

SPUYTEN DUYVEL CREEK.—Above Washington Heights, on the east bank, the *Spuyten Duyvel* meets the Hudson. This stream is the northern boundary of New York Island, and a few miles from the Hudson bears the name of the Harlem River. Its course is south-east and joins the East River at Randall's Island, just above Hell Gate. It is a curious fact that this modest stream should be bounded by such suggestive appellations as Hell Gate and Spuyten Duyvel. It takes its name, according to the voracious Knickerbocker, from the following incident: It seems that the famous Antony Van Corlear was despatched one evening with an important message up the Hudson. When he arrived at this creek, the wind was high, the elements were in an uproar, and no boatman at hand. "For a short time," it is said, "he vaped like an impatient ghost upon the brink, and then, bethinking himself of the urgency of his errand, took a hearty embrace of his stone bottle, swore most valorously that he would swim across *en spijt en Duyvil* (in spite of the Devil) and daringly plunged into the stream. Luckless Antony! Scarce had he buffeted half way over when he was observed to struggle violently, as if battling with the spirit of the waters. Instinctively he put his trumpet to his mouth, and giving a vehement blast—sank forever to the bottom."

The main branch of the Hudson River Railroad, with its station at Forty-second street and Fourth avenue, crosses the Harlem River at Mott Haven, and following its northern bank meets the Hudson at this point. Passing Riverdale, with its beautiful residences and the Convent of Mount St. Vincent, one of the prominent landmarks of the Hudson, (which was bought of Edwin Forrest, the tragedian, whose Fort Hill Castle appears in the foreground), we see—

YONKERS ON THE EAST BANK, (seventeen miles from New York, population about 20,000), at the mouth of the Nepperhan Creek, or Saw Mill River. West of the creek is a large rock, which was called Meech-keek-assin, or

Amackasin, the great stone to which the Indians paid reverence as an evidence of the permanency and immutability of their deity.

It is generally said that Yonkers derived its name from Yonk-herr—the young heir, or young sir, of the Phillipse manor. The English and Scotch word, however, as used by Shakspeare and Burns (viz., *yonker* and *younkers*) makes a voyage to a foreign language quite unnecessary.

The old manor house, distinguished by square tower and green blinds, was purchased some years ago by the village of Yonkers, and converted, for the most part, into offices for transacting town affairs. The older portion of the house was built in 1682; the present front in 1745. The woodwork is very interesting, and the ceilings, the large hall, and wide fire-place. In the room pointed out as Washington's room, the fire-place still retains the old tiles, "illustrating familiar passages in Bible history," fifty on each side, looking as clear as if they were made but yesterday. The town is growing very rapidly, and is almost a part of the great metropolis.

Passing Glenwood, a station two miles north of Yonkers, and Greystone, formerly the Waring Residence, now the home of Samuel J. Tilden, (building distinguished by its light grey color, about one-half mile north of a dark brown building with square tower), we see the old Picnic resorts of Spring Hill Grove and Dudley's Grove. Opposite this point the Palisades attain their greatest altitude, in a point known as Indian Head. Bryant has embalmed a Sabbath morning's reverie among these grand cliffs in the beautiful lines:

"Cool shades and dews are round my way
And silence of the early day;
Mid the dark rocks that watch his bed,
Glitters the mighty Hudson spread,
Unrippled, save by drops that fall
From shrubs that finger his mountain wall
And o'er the clear still water swells
The music of the Sabbath bells."

The view from the summit of the Palisade Ridge is beautiful and extensive, looking over the River, and across the counties of Westchester and New York, to the Sound and the Long Island coast beyond.

HASTINGS is on the east bank (four miles north of Yonkers), where Garibaldi was accustomed to spend his Sabbaths with Italian friends at the time when the great Liberator was keeping a soap and candle factory on Staten Island, or, to speak more classically, was more familiar with grease than Italy. We note on the east bank Dr. Huyler's Clock Tower and Windmill.

DOBBS' FERRY is the next village above Hastings, on the east side, named after an old Swedish ferryman. It is the scene of a romantic story, long ago

put in verse, and styled the "Legend of Dobbs' Ferry, or the Marital Fate of Hendrich and Katrina." The river now widens into Tappan Bay, or as it was styled by the Dutch, Tappan Zee. This Bay is almost ten miles long, and between three and four miles wide. Dobbs' Ferry is well known in Revolutionary history. The British Army was concentrated at this point, in 1776, and a division of the American Army, under General Lincoln, was encamped here for several months, in 1777. The Commission interceding for the life of Andre, held consultation here with General Greene, who was president of the court which condemned him to death.

Passing the Schuyler Mansion on the east bank near the River, the Stiner place with its large dome, the Dows' Residence with beautiful lawn we see—

IRVINGTON, on the east bank (24 miles from New York.) The river at this point is three miles wide, and the sloping hills that look over this tranquil bay, are dotted with charming villas. The village is named in honor of Washington Irving, whose "Sunnyside Cottage" can be seen in glimpses, about one-half a mile above Irvington Station. This is preeminently the classic and poetic spot of our country. There is a magic charm about everything this gentle writer did. There are modern critics who regard his essays as a thing of the past, but their vocabulary happens to lack one word, and that word is—genius. While the Mahicannituk, the-ever-flowing Hudson, pours its waters to the sea, while Rip Van Winkle sleeps in the blue Catskills, while the Headless Horseman rides at midnight along the old Post Road *en route* for Teller's Point, so long will Washington Irving be loved by the American people. In fact his name is cherished to-day in England almost as fondly as in our own country. A few years ago it was our good fortune to pass a few days in the very centre of "Merrie England," in that quiet town on the Avon, and we found the name of Irving almost as reverently regarded as that of the immortal Shakspeare. The sitting-room in the "Red Horse Hotel," where he was disturbed in his midnight reverie, is still called Irving's room, and the walls hung with portraits taken at different periods of his life. Mine host said that visitors from every land were as much interested in this room as in Shakspeare's birth-place. The remark may have been intensified to flatter an American visitor, but there are few names dearer to the Anglo-Saxon race than that on the plain headstone in the burial-yard of Sleepy Hollow.

In Irving's essay of "Wolfert's Roost," (the old name of Sunnyside), he describes his home very aptly as "made up of gable-ends, and as full of angles and corners as an old cocked hat. It is said, in fact, to have been modelled after the cocked hat of Peter the Headstrong, as the Escorial of Spain was modelled after the gridiron of the blessed St. Laurence." Napoleon III. was at one

time a visitor at Sunnyside ; and here, in 1842, Daniel Webster paid Irving a visit, with appointment and credentials as Minister to Spain.

PIERMONT, (twenty-four miles from New York). While looking at the beautiful villas and historic landmarks, on the eastern bank, the Palisades have gradually lost their wall-like character and broken away in little headlands to the north and northwest ; and now, passing Piermont, on the west side, we leave behind us the New Jersey wall, which is almost enough to "keep her out of the Union." We are now within the jurisdiction of the Empire State, as the New Jersey line is a short distance below Piermont. The pier of the Erie Railroad, which here juts into the river, is about one mile in length, and gives the name to the village. About two miles from Piermont is the old village of Tappan, where Andre was executed, October 2, 1780. Passing the beautiful residences on the east bank, chief of which is "Lyndehurst," the old Paulding Manor, now the property of Jay Gould, the steamer comes alongside the Ferryboat, which plies between Tarrytown and Nyack.

FROM TARRYTOWN TO WEST POINT.

TARRYTOWN, twenty-seven miles from New York, is on the east side, about three miles north of Irvington. Its name was derived from the old Dutch word Tarwe-town, or Wheat-town, although Knickerbocker's natural philosophy imagined that the name arose from the tarrying of husbands in the village tavern.

On the old post-road, now called Broadway, north of the village, Major Andre was captured, and a monument erected on the spot by the people of Westchester County, October 7, 1853, with this inscription :—

ON THIS SPOT,

THE 23D DAY OF SEPTEMBER, 1780, THE SPY,

MAJOR JOHN ANDRE,

Adjutant-General of the British Army, was captured by

JOHN PAULDING, DAVID WILLIAMS, AND ISAAC VAN WART.

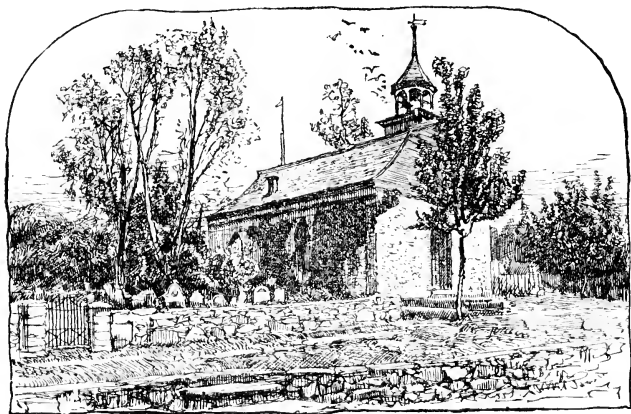
ALL NATIVES OF THIS COUNTY.

History has told the rest.

It is said that the tree beneath which Andre was captured was struck by lightning in July, 1801, the very day of Arnold's death in London. Tarrytown was the very heart of the debatable ground of the Revolution ; and here, according to Irving, arose the two great orders of border chivalry—the

Skinner and the Cow-Boys. The former fought, or rather marauded, under the American, the latter under the British banner. "In the zeal of service both were apt to make blunders, and confounded the property of friend and foe. Neither of them, in the heat and hurry of a foray, had time to ascertain the politics of a horse or cow which they were driving off into captivity, nor when they wrung the neck of a rooster did they trouble their heads whether he crowed for Congress or King George."

It was also a genial, reposeful country for the faithful historian, Diedrich Knickerbocker; and here he picked up many of those legends which were given by him to the world. One of these was the legend connected with the old Dutch Church of Sleepy Hollow. A drowsy, dreamy influence seems to hang over the land, and to pervade the very atmosphere. Some say the



SLEEPY HOLLOW CHURCH.

place was bewitched by a high German doctor during the early days of the settlement; others that an old Indian chief, the wizard of his tribe, held his pow-wows there before Hendrich Hudson's discovery of the river. The dominant spirit, however, that haunts this enchanted region, is the apparition of a figure on horse-back, without a head, said to be the ghost of a Hessian trooper, and was known at all the country firesides as the "Headless horseman" of Sleepy Hollow.

The Old Dutch Church, and the burial yard where Irving is buried, is about one-half mile north from Tarrytown. A plain stone, with simple inscrip-

tion, "Washington Irving, born April 3d, 1783, died November 28th, 1859," marks his resting place.

The Kingsland Point Light House, built in 1883, marks the southern point of the Kingsland estate. Just below this the Pocantico, or Sleepy Hollow Creek, joins the Hudson.

NYACK, on the west side, lies in a semi-circle of hills which sweep back from Piermont, meeting the river again at the northern end of Tappan Zee. The name Tappan was taken from the Indian tribe of that name, which translated, is said to signify cold water. The Ramapo Mountains, north of Nyack, were formerly known by ancient mariners as the Hook, or Point-no-Point. They come down to the River in little headlands, the points of which disappear as the steamer nears them. The peak to the south is 730 feet high. They were sometimes called by the Dutch Captains Verditege Hook. Perhaps it took so long to pass these illusive headlands, reaching as they do eight miles along the western bank, that it naturally seemed a *very tedious* point to the old skippers. Midway in this Ramapo Range, "set in a dimple of the hills," is—

ROCKLAND LAKE.—This is the source of the Hackensack River, one hundred and fifty feet above the sea. The "slide way," by which the ice is sent down to the boats to be loaded, can be seen from the steamer, and the blocks in motion, when seen, resemble little white pigs running down an inclined plane. As we look at the great ice-houses to-day, which, like uncouth barns, stand here and there along the Hudson, it does not seem possible that only a few years ago ice was decidedly unpopular, and wheeled about New York in a hand-cart. Think of one hand-cart supplying New York with ice! It was considered unhealthy, and called forth many learned discussions.

SING SING, (32 miles from New York), is on the east bank, opposite Rockland Lake. The low white buildings, near the river bank, are the State Prison. They are constructed of marble, but are not considered palatial by the prisoners. It was quarried near by, and the prisons were built by convicts imported from Auburn in 1829. Its name is said to be derived from the Indian words *ossin*, a stone, and *ing*, a place, from the rocky and stony character of the river bank. The heights above the village are crowned by fine residences, and the village is one of the pleasantest on the river.

CROTON RIVER flows into the Hudson on the east side, north of Sing Sing. The Croton Reservoir, reached by a pleasant carriage drive from Sing Sing, supplies New York City with water, and it is a singular fact that the *pitcher* and *ice-cooler* of New York, or, in other words, Croton Dam and Rockland Lake, should be almost opposite. About fifty years ago the Croton first

made its appearance in New York, brought in by an aqueduct of solid masonry, which follows the course of the Hudson at an average distance of about a mile from the east bank. This aqueduct is capable of discharging 60,000,000 gallons per day into the receiving reservoir in Central Park. The cost of the Croton Works was almost \$14,000,000, and great improvements have since been made to meet the wants of the city. The old Indian name of the Croton was Kitch-a-wonck. The Dam is an interesting place to visit, and we understand that city milkmen, when journeying up the river, never pass this point without reverently lifting their hats.

TELLER'S POINT, (sometimes known as Underhill's Point), separates Tappan Zee from Haverstraw Bay. It was called by the Indians "Senasqua." Tradition says that the ancient warriors still haunt the surrounding glens and woods, and the sachems of Teller's Point are household words in the neighborhood. It is also said that there was once a great Indian battle here, and perhaps the ghosts of the old warriors are attracted by the Underhill grapery and the 10,000 gallons of wine bottled every season.

The river now widens into a beautiful bay, almost five miles wide,—a bed large enough to tuck up eight or ten River Rhines side by side. This reach sometimes seems in the bright sunlight like a molten bay of silver, and the tourist finds relief in adjusting his smoked glasses to temper the dazzling light.

HIGH TORN is the name of the northern point of the Ramapo on the west bank, south of Haverstraw. According to the Coast Survey, it is 820 feet above tide-water, and the view from the summit is grand and extensive. The origin of the name is not clear, but it has lately occurred to the writer, from a recent reading of Scott's *Peveril of the Peak*, that it might have been named from the *Torn*, a mountain in Derbyshire, either from its appearance or by some patriotic settler from the central water-shed of England.

WEST SHORE RAILROAD.—The tourist will see at this point, on the west shore of the River, the tunnel where the *New York, West Shore & Buffalo Railroad* (known in brief as the *West Shore Railroad*) emerges from the mountains. To the traveler over this new route, emerging from the quiet valley west of the Palisades, the Hudson opens up a sudden vision of beauty unrivaled in any land. The broad river, nearly five miles in width, seems like a great inland lake; and the height of the tunnel above the river gives to the vision all the charm of a quiet picture. There is no other *railway outlook* to be compared with this along the river. This new railroad, now completed to Buffalo, passes through a historic and romantic land. Right over its Wee-

hawken docks is the dueling ground where Hamilton was killed by Burr. It passes the places in the Hackensack Valley where the Revolutionary armies marched and remarched ; past Tappan, where Andre was hanged as a spy ; through Haverstraw, where Arnold sold his country, but failed to *deliver the goods* ; through Newburgh, with its well-known Washington Headquarters ; through Kingston, where the State Constitution was framed and adopted ; through the quiet fields and haunts near Catskill, whose streams and fields shared with the mountains the companionship of the immortal Rip Van Winkle ; under the Helderbergs, where the anti-rent battles were fought with tragic or comic result—portrayed in *Knickerbocker* and less reliable histories. Its entire course lies through a charming country. The great interests of our State demanded a new route along the Hudson, and it is fortunate for the traveler that it is now completed.

It is pleasant to note that the passenger equipments embrace all the latest appliances essential to the comfort of travelers. The traveler has something more than dim candles or smoking oil-burners to read by ; and many new features, designed to promote the pleasure of travel, will be appreciated by residents along the river.

HAVERSTRAW is devoted to the "Brick Interest," and miles of brickyards extend from the village almost to Stony Point. The name strikes the visitor as new and original, and calls up the old rhyme of the river captain, who embalmed his landings in the following verse :

" West Point and Middletown,
Konnoseok and Doodletown,
Kakiak and Mamapaw,
Stony Point and Haverstraw."

Quaint as these names now sound, they are all found on old maps of the Hudson.

STONY POINT AND VERPLANCK'S POINT are at the northern portal of Haverstraw Bay. The river at this point is only half a mile wide. This was, therefore, an important pass during the Revolution. It was known as King's Ferry, at and before the days of '76, and was quite an avenue of travel between the Middle and the Eastern States. The fort at Stony Point was captured from the Americans by the British, June 1, 1779, but surprised and recaptured by Anthony Wayne, July 15th, of the same year. A centennial was observed at the place July 15, 1879. Thackeray, in his "Virginians," gives a graphic account of this midnight battle. The present light-house occupies the site of the old fort, and was built in part of stone taken from its walls. We are now in the midst of historic country. Ver-

planck's Point, on the east bank (now full of brick-yards), was the site of Fort Lafayette, and it was here that Baron Steuben drilled the soldiers of the American army. South of Stony Point is Grassy Point, and south-west of Grassy Point, about one mile from the river, on a commanding point, is the house where Arnold met Andre, known as Treason Hill, at that time the property of Joshua Hett Smith.

TOMPKIN'S COVE.—North of Stony Point are quarries of limestone and kilns, and the village of Tompkin's Cove. Gravel is also shipped from this point for Central Park, and drive-ways in New York City. The tourist, looking north from the forward deck of the steamer, sees no opening in the mountains. The course, straight forward, which seems the more natural, would land the steamer against the Hudson River Railroad, which crosses the Peekskill River. It is said that an old skipper, Jan Peek, one summer evening, ran up this stream, and did not know that he had left the Hudson, (or rather that the Hudson had left him on the left), until he ran aground in the shoal water of the bay. He saw the next day that it was a goodly land, and the place is called Peekskill unto this day.

PEEKSKILL, (forty-three miles from New York), is a pleasant village. In Revolutionary times Fort Independence stood on the point above, where its ruins are still seen. The Franciscan Convent Academy of "Our Lady of Angels," guards the point below. In 1797 Peekskill was the headquarters of old Israel Putnam. This was the birthplace of Paulding, one of Andre's captors, and he died here in 1818. There is a monument to his memory about two miles north of the village. Near this church is the old Van Cortlandt House, once the temporary residence of Washington. East of the village is the farm and summer home of the great pulpit-orator of our country—Henry Ward Beecher. Just above Peekskill will be seen the New York State Encampment, which has a picturesque and pleasant site.

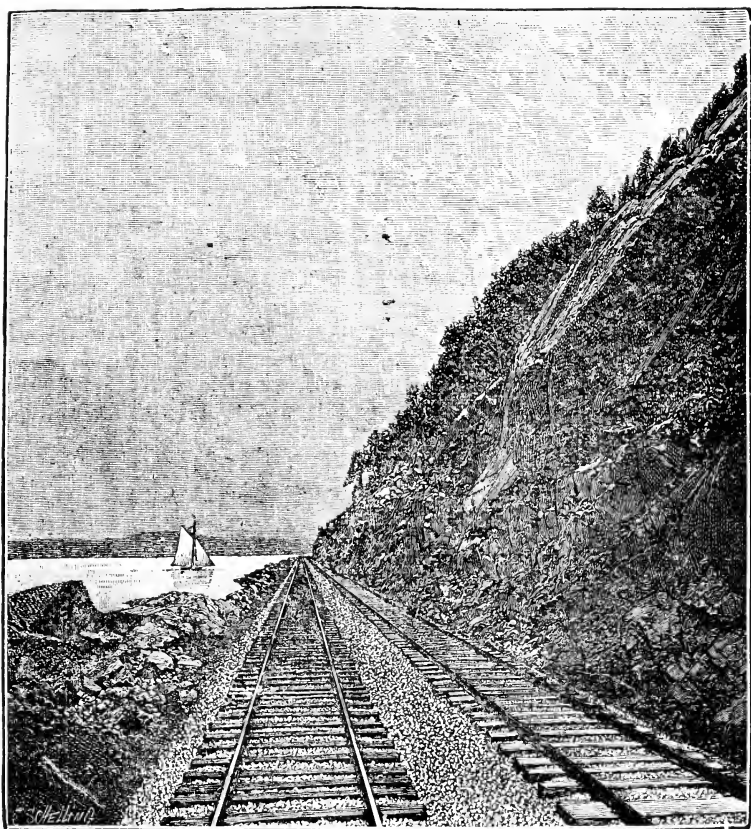
KIDD'S POINT, now known as Caldwell's Landing, is on the west bank, near which the steamer passes, as it enters the southern gate of the Highlands. Near the point will be seen some upright planks, or caissons, near the water's edge. They mark the spot where Captain Kidd's ship was supposed to have been scuttled. As the famous captain's history seems to be quite intimately associated with the Hudson, we will give in brief—

THE STORY OF CAPTAIN KIDD.—His name was William, and he was born about the middle of the seventeenth century; and it is thought, near Greenock, in Scotland; resided at one time in New York, near the corner of William and Cedar Streets, and was there married. In April, 1696, Kidd sailed from England in command of the "Adventure Galley," with full armament and

eighty men. He captured a French ship, and, on arrival at New York, put up articles for volunteers; remained in New York three or four months, increasing his crew to one hundred and fifty-five men, and sailed thence to Maderas, thence to Bonavista and St. Jago, to Madagascar, then to Calicut, then to Madagascar again, then sailed and took the "Quedah Merchant." Kidd kept forty shares of the spoils, and divided the rest with his crew. He then burned the "Adventure Galley," went on board the "Quedah Merchant," and sailed for the West Indies. Here he left the "Merchant," with part of his crew, under one Bolton, as commander. Then manned a sloop, and taking part of his spoils, went to Boston via Long Island Sound, and is said to have set goods on shore at different places. In the mean time, in August, 1698, the East India Company informed the Lords Justice that Kidd had committed several acts of piracy, particularly in seizing a Moor's ship called the "Quedah Merchant." When Kidd landed at Boston he was therefore arrested by the Earl of Bellamont, and sent to England for trial, 1699, where he was found guilty and executed. Now it is supposed that the crew of the "Quedah Merchant," which Kidd left at Hispaniola, started with their ship for the Hudson, as the crew was mostly gathered from the Highlands and above. It is said that they passed New York in the night, and started with their ship for the manor of Livingston; but encountering a gale in the Highlands, and thinking they were pursued, run her near the shore, now known as Kidd's Point, and here scuttled her, and the crew fled to the woods with such treasure as they could carry. Whether this circumstance was true or not, it was at least a current story in the neighborhood, and an enterprising individual, about forty years ago, *caused an old cannon* to be discovered in the river, and perpetrated the first "Cardiff Giant Hoax." A New York Stock Company was organized to prosecute the work. It was said that the ship could be seen in clear days, with her masts still standing, many fathoms below the surface. One thing is certain—the Company didn't see it or the *treasurer* either, in whose hands were deposited about \$30,000.

On the west shore rise the rock-beaten crags of—

THE DUNDERBERG, the dread of the Dutch mariners. This hill, according to Irving, was peopled with a multitude of imps, too great for man to number, who wore sugar-loaf hats and short doublets, and had a picturesque way of "tumbling head over heels in the rack and mist." They were especially malignant toward all captains who failed to do them reverence, and brought down frightful squalls on such craft as failed to drop the peaks of their mainsails to the goblin who presided over this shadowy republic. It was the dread of the early navigators—in fact, the Olympus of Dutch



AT THE FOOT OF THE DUNDERBERGH, N. Y., W. S. & B. RY.

mythology. Verditege Hook, the Dunderberg, and the Overslaugh, were names of terror to even the bravest skipper. The old burghers of New York never thought of making their week's voyage to Albany without arranging their wills, and it created as much commotion in New Amsterdam as a Stanley expedition in search of Livingstone.

ANTHONY'S NOSE.—The high peak on the east bank is Anthony's Nose, the prominent *feature* of the Hudson. It is 1228 feet high, and has had two or three *christenings*. One says it was named after St. Anthony the Great, the first institutor of monastic life, born A.D. 251, at Coma, in Heraclea, a town in Upper Egypt. Irving's humorous account is, however, quite as probable to wit, that it was *derived* from the nose of Anthony Van Corlear, the illustrious trumpeter of Peter Stuyvesant. "Now thus it happened that bright and early in the morning the good Anthony, having washed his burly visage, was leaning over the quarter-railing of the galley, contemplating it in the glassy waves below. Just at this moment the illustrious sun, breaking in all his splendor from behind a high bluff of the Highlands, did dart one of his most potent beams full upon the refulgent *nose* of the sounder of brass, the reflection of which shot straightway down hissing hot into the water, and killed a mighty sturgeon that was sporting beside the vessel. When this astonishing miracle was made known to the Governor, and he tasted of the unknown fish, he marveled exceedingly; and, as a monument thereof, he gave the name of Anthony's Nose to a stout promontory in the neighborhood, and it has continued to be called Anthony's Nose ever since." This mountain was called by the Indians "Kittatenny," a Delaware term, signifying "endless hills."

IONA ISLAND, with its grapery and fine picnic grounds, is on the west side of the steamer's channel, opposite Anthony's Nose, and a short distance west of the island, on the main land, was the village or cross-roads known as Doodletown. This reach of the river was formerly known as The Horse Race, perhaps from the rapid flow when the tide was at its height. From this point looking north, we obtain a fine view of Sugar Loaf, on the east bank.

We are now in the midst of historic country, and the various points are literally crowded together: Beverly House, Fort Putnam, North and South Redoubt Mountains, Kosciusko's Garden, and Fort Constitution.

Passing Cohn's Hook or point, on the west bank, the name of which, it will be remembered, appeared in the Captain's rhyme as Connosook, and Beverly Dock on the east bank, where Arnold embarked for the "Vulture," we see on the west bank—

BUTTERMILK FALLS, named by Washington Irving. Like sparkling wit, it is generally dry, and the tourist is exceptionally fortunate who sees it in full dress costume after a heavy shower, when it rushes over the rocks in floods of snow-white foam. It was known among the Indians as the Prince's Falls (owned by a Prince of the hill country). The rivulet south of these falls was called by the Indians the Ossinipink, or the stream from the solid rocks; and while we are dealing with "Waterfalls," we might also speak of the Brocken Kill, a stream which empties below Anthony's Nose, a Dutch word for water *broken* in its flow.

HIGHLAND FALLS is the name of a small village a short distance west of the river, on the bluff, but not seen from the deck of the steamer. The large building south of Buttermilk Falls is now used for a hotel, as is also the one upon the bluff. The building north of the falls is known as "Cranston's," and has a commanding and pleasant site. It is, however, one mile and a half from the Parade Ground—the principal attraction of West Point; and the visitor who has only a few days at his command, will perhaps gather more information by locating at West Point proper, whose well-constructed dock our steamer is now approaching.

WEST POINT HOTEL.—This hotel has a beautiful location, and commands perhaps the finest view in the Hudson Valley. Looking north from its sightly veranda, the stanzas of Wallace Bruce's poem on "The Hudson" are fully realized.

"On either side these mountain glens
Lie open like a massive book,
Whose words are graven with iron pens.
And lead into the eternal rock,

Which evermore shall here retain
The annals time cannot erase;
And while these granite leaves remain
This crystal ribbon marks the place."

The view from Fort Putnam, 576 feet above the tide, is grand and picturesque; and the fort itself is a ruin worthy of a visit. In fact, there is no finer relic of revolutionary days along the river. Excursion tickets from New York to West Point and return are only \$1.00, *via* the Day Line Steamers, and there is ample time for looking over the grounds and taking dinner at the hotel. The drives are very pleasant and carriages may be obtained of Messrs. Denton & Son, proprietors of the Omnibus Line at the Landing. West Point, among old visitors, is generally spoken of as the Post, and we mention it here so that the traveler may not run against it without knowing it.

The road completed in 1876, from West Point to Cornwall, gives one a pleasant acquaintance with the wooded Highlands. It passes over the plateau of Cro' Nest and winds down the Cornwall slope of Storm King. The tourist who sees Cro' Nest and Storm King only from the river, has but little idea of their extent, but the Cornwall road opens up all the loveliness and grandeur of this section.

CRO' NEST PLATEAU is about one thousand feet above the Parade Ground of West Point, and overlooks it as a rocky balcony. These mountains, with their wonderful lake system, are, in fact, the "Central Park" of the Hudson. Within a radius of ten miles are clustered over forty lakes, and we very much doubt if one person in a thousand ever heard of them. It would pay the New York Herald to discover another Stanley, and find a few "Nyanzas" nearer home. We understand there is no map giving the physical geography of this section to be found, even in the West Point Library. We would suggest to the professors of West Point the words of Hamlet: "Reform it altogether."

But to return—West Point has the most beautiful location on the Hudson, and Washington suggested this place as the most eligible situation for a Military Academy. It went into operation about 1812, and the land was ceded to the General Government of the United States in the year eighteen hundred twenty-six. Visitors, properly introduced, are permitted to visit the classes in recitation, and look through the Public Buildings. The discipline is very strict, but it is considered essential to the formation of soldierly habits. The average number of students is 250. A certain number of candidates are apportioned to the several congressional districts, and candidates for admission are nominated by members of Congress. The candidates are examined in June, each year, and must be physically sound as well as mentally qualified. The course is very thorough, especially in higher mathematics. The Cadets go into camp in July and August, and this is the pleasantest time to visit the Point. The drills and parades are interesting, and are conducted in a style which would make the disembodied heroes of Fort Putnam stare. The Parade Ground is situated on a fine open plateau about two hundred feet above the river, and it seems almost as level as a floor. As the buildings are back from the river, they are only partially seen from the steamer. The first building on the right hand to one ascending from the landing is the riding school used in winter; to the rear of this the public stables, accommodating one hundred and fifty horses. Then, as you ascend, the pathway brings you to a new fire-proof building, for offices, a beautiful feature. To the right hand of this building is the library, with a dome. The next building is

the chapel ; and next to the chapel is the old riding-hall, now used for recitation-rooms, gymnasiums, gallery of paintings, and museums. On the same street are located the cadet barracks ; and to the north, the officers' quarters. Prominent in this vicinity is the fine monument to General Sedgwick. Starting again at the old riding-hall, and going south, we come to the cadet hall and the cadet hospital ; and still further south, another section of officers' quarters. Near the flag-staff will be found a fine collection of old cannon, old chains, old shell, and the famous "swamp angel" gun, used at Charleston in '64. Fort Knox was just above the landing. Near the river bank can also be seen Dade's Monument, Kosciusko's Garden, and Kosciusko's Monument. Old Fort Clinton was located on the plain, near the monument ; and far above, like a sentinel left at his post, Fort Putman looks down upon the changes of a hundred years. But of all places around West Point, Kosciusko's Garden seems the finest and most suggestive, connected as it is with a hero not only of his own country, but a man ready to battle for free institutions, taking up the sublime words of the old Roman orator, "Where *Liberty* is, *there* is my country." A beautiful spring is near the Garden, and the indenture of a cannon-ball is still pointed out in the rocks, which must have disturbed the patriot's meditations.

West Point during the Revolution was the Gibraltar of the Hudson ; and the saddest lesson of those stern old days is connected with its history. Benedict Arnold was in command of this important point. It will be remembered that he met Andre at the house of Joshua Hett Smith, near the village of Haverstraw. Major Andre was sent as the representative of the British commander, Sir Henry Clinton. Andre, with the papers and plans of Arnold secreted in his *boots*, passed down the Tarrytown road, and was arrested, as we said in our article on Tarrytown, and the papers discovered. With this preface, our history will carry us across the river to—

GARRISON, on the east side. Arnold returned from Haverstraw to the Beverly House, where he was then living. This house is situated about one mile south of the Garrison Depot, near the magnificent grounds and residence of the Hon. Hamilton Fish. Colonel Jamieson sent a letter to Arnold informing him of the facts, and this letter Arnold received on the morning of the 24th of September. Alexander Hamilton and General Lafayette were at breakfast with him. He read its contents and excused himself from the table, kissed his wife good-bye, told her he was a ruined man and a traitor, kissed his little boy in the cradle, fled to Beverley Dock, and ordered his men to pull off and go down the river. The "Vulture," English man-of-war, was near Teller's Point, and received a traitor, whose living treason had to be atoned by

the blood of Andre, the noble and pure-hearted officer. It is said that Arnold lived long enough to be hissed in the House of Commons, as he once took his seat in the gallery, and he died friendless, and, in fact, despised. It is also said that one day when Talleyrand arrived in Havre on foot from Paris, in the darkest hour of the French Revolution, pursued by the bloodhounds of the reign of terror, he was about to secure a passage to the United States, and asked the landlord of the hotel, "So there are Americans staying at your house? I am going across the water, and would like a letter to a person of influence in the New World." "There is a gentleman up-stairs from Britain or America," was the response. He pointed the way, and Talleyrand ascended the stairs. In a dimly lighted room sat the man of whom the great minister of France was to ask a favor. He advanced, and poured forth in elegant French and broken English, "I am a wanderer, and an exile. I am forced to fly to the New World without a friend or home. You are an American. Give me, then, I beseech you, a letter of yours, so that I may be able to earn my bread." The strange gentleman rose. With a look that Talleyrand never forgot, he retreated toward the door of the next chamber. He spoke as he retreated, and his voice was full of suffering: "I am the only man of the New World who can raise his hand to God and say, 'I have not a friend, not one, in America!'" "Who are you?" he cried—"your name?" "My name is Benedict Arnold!"

FROM WEST POINT TO NEWBURGH.

As the steamer was approaching the West Point Dock the traveler saw a building high up the mountain side, on the east bank, which resembled a rural Tribune Building. This is the residence of William H. Osburn. Opposite the West Point Landing is Garrison, named in honor of a well-known family of Revolutionary times. The mountains north and south of the plateau, above the station, are known as the North and South Redoubt Mountains, from redoubts constructed by General Putnam.

CONSTITUTION POINT.—A short distance above West Point Landing the steamer turns a right angle. On the east bank, almost opposite, known as Constitution Island, lives Miss Susan Warner, author of *Queechy* and *The Wide, Wide World*. Here ruins of the old fort are still seen. It was once called Martalaer's Rock Island. A chain was stretched across the river at this point to intercept the passage of boats up the Hudson—also, another at the point of Anthony's Nose; but they were ineffectual, as the impetus of the boats snapped them like cords.

COLD SPRING.—A little to the north, also on the east bank, is the village of Cold Spring, which received its name very naturally from the fact that there was a cold spring in the vicinity. A short distance north of the village we see

UNDERCLIFF, once the home of the poet Morris. It lies, in fact, *under the cliff* and shadow of Mount Taurus, and has a fine outlook upon the river and surrounding mountains. Standing on the piazza, we see directly in front of us Old Cro' Nest and it was on this piazza that the poet wrote

"Where Hudson's wave o'er silvery sands
Winds through the hills afar,
*Old Cro' Nest like a monarch stands,
Crowned with a single star.*"

OLD CRO' NEST is the first mountain above West Point. The precipice which forms the river front is called Kidd's Plug Cliff. This mountain is also intimately associated with poetry, as the scene of Rodman Drake's "Culprit Fay":—

"'Tis the middle watch of a summer night,
The earth is dark, but the heavens are bright,
The moon looks down on Old Cro' Nest—
She mellows the shade on his shaggy breast,
And seems his huge grey form to throw
In a silver cone on the wave below."

STORM KING, to the north of Cro' Nest, is the highest peak of the Highlands, being 1700 or 1800 feet above tide water. We would modestly suggest to the West Point Cadets that these mountains need remeasurement, and a few hours' triangulation would be a practical expenditure of time. The first name of this mountain was Klinkersberg, (so called by Hendrich Hudson, from its glistening and broken rock). It was called by the Dutch "Butter Hill," from its shape, and with Sugar Loaf, on the eastern side below the Point, helped to set out the tea table for the Dunderberg Goblins. It was christened by Willis "Storm King," and may well be regarded the El Capitan of the Highlands. Breakneck is opposite, on the east side, where St. Anthony's Face was blasted away. In this mountain solitude there was a shade of reason in giving that solemn countenance of stone the name of St. Anthony, as a good representation of monastic life; and, by a quiet sarcasm, the full-length nose below was probably thus suggested.

The mountain opposite Cro' Nest is "Bull Hill," or, more classically, "Mt. Taurus." It is 1,500 feet high. Just above this is "Break Neck Hill." It is said that there was formerly a wild bull in these mountains who had failed to win the respect and confidence of the inhabitants, so the mountaineers organized a hunt and drove him over this hill, whose name stands a monu-

ment to his exit. The point at the foot of "Mt. Taurus" is known as "Little Stony Point."

The Highlands now trend off to the northeast, and we see the New Beacon, or Grand Sachem Mountain, 1,685 feet high, and, about half a mile to the north, the Old Beacon, 1,471 feet in height. These mountains were used for signal stations during the Revolution, and were relit in 1883 in honor of the centennials of Fishkill and Newburgh.

This section was known by the Indians as "Wequehache," or, "the Hill Country," and the entire range was called by the Indians "the endless hills," a name not inappropriate to this mountain bulwark.

That ridge along our eastern coast,
From Carolina to the Sound.
Opposed its front to England's host,
And heroes at each pass were found.

A vast primeval palisade,
With bastions bold and wooded crest,
A bulwark strong by nature made
To guard the valley of the west.

Along its height the beacons gleamed,
It formed the nation's battle-line,
Firm as the rocks and cliffs where dreamed
The soldier-seers of Palestine."

—*From Wallace Bruce's Centennial Poem at Newburgh.*

It was also believed by the Indians that, in ancient days, "before the Hudson poured its waters from the lakes, the Highlands formed one vast prison, within whose rocky bosom the omnipotent Manito confined the rebellious spirits who repined at his control. Here, bound in adamantine chains, or jammed in rifted pines, or crushed by ponderous rocks, they groaned for many an age. At length the conquering Hudson, in its career toward the ocean, burst open their prison-house, rolling its tide triumphantly through the stupendous ruins." An idea quite in accordance with modern science.

POLLOPEL'S ISLAND, east of the steamer's route, was once regarded as a haunted spot, but its only witches are said to be snakes too lively to be enchanted. In old times, the "new hands" on the sloops were uncereimoniously dipped at this place, so as to be proof-christened against the goblins of the Highlands.

CORNWALL-ON-THE-HUDSON.—This locality N. P. Willis selected as the most healthy and picturesque point on the Hudson. The village lies in a lovely valley, which Mr. Beach has styled, in his able discription, as "an offshoot of

the Ramapo, up which the storm-winds of the ocean drive, laden with the purest and freshest air." From the Cornwall and West Point mountain road we get the best idea of the topography of this sheltered valley. Idlewild, with its pleasant glen and sunny slope, has a beautiful location in the very centre of this charming landscape, and is one of the points to be visited.

NEWBURGH, 59 miles from New York. As we approach the city of Newburgh, the tourist will see a building of rough stone, one story high, with steep roof—known as Washington's head-quarters, or the old "Hasbrouck house." It was owned by Jonathan Hasbrouck, in 1782 and '83, when Washington made this city his head-quarters. The house, or at least the older portion, was built in 1750, and here, in the early part of the Revolution, public meetings were held, and throughout the war it was a central point. Hasbrouck was a man of marked character, a Colonel of the militia, and in frequent service in guarding the Highland passes. It will also be remembered that it was here that Washington was invited to assume Kingship, which proposition he rejected with scorn. It was here the rank and file of the Army chanted the old song which shewed they were men of the Cromwell stamp—

"No King but God."

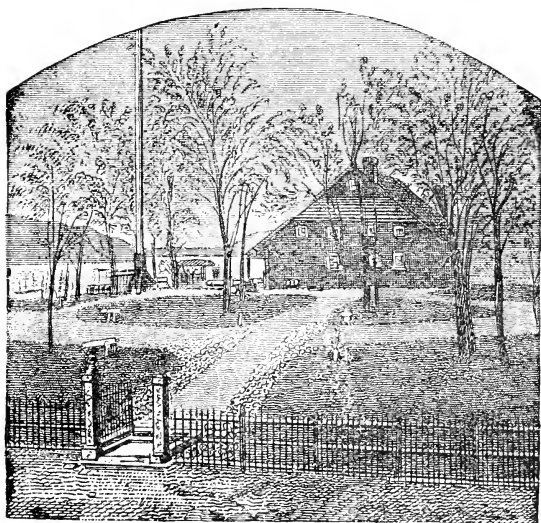
It was here, also, that the army was advised to revolt, as Congress had not voted supplies, and a meeting was called by an anonymous letter, but the trouble was arrested by the touching address and appeal of Washington. His first sentence is remembered by every one. He commenced to read his manuscript without glasses, but was compelled to stop, and as he adjusted them to his eyes, he said, "You see, gentlemen, that I have not only grown gray, but blind, in your service." It is needless to say that the "anonymously called" meeting was not held. It was here, also, that the army was disbanded, and the farewell orders of Washington read.

The Centennial of the Disbanding was observed October 18, 1883. It was estimated that there were 150,000 visitors in Newburgh. Addresses were made by Senator Bayard, of Delaware; William M. Evarts, of New York, and the poem rendered by Wallace Bruce, of Poughkeepsie. It is said that this is the largest audience ever addressed in this country.

The Head-quarters are about one-half mile from the landing, and the tasty park which encloses it, well filled with trees, affords cheerful shade and "cool comfort" to the visitor. It retains a few warlike suggestions, in the shape of cannon and artillery of modern construction, and the grave of Uzal Knapp, the last of Washington's Life Guards. The grounds consist of five acres, and command a fine view of the Highlands and the river north and south.

The room that we enter by the front porch abounds with relics in the shape

of old pictures, parchments, manuscripts, many of which are very valuable. In the room on the right the visitor will register his name, and add one to the 235,000 signatures of those who have gone this way before him. In the room beyond this, to the right, is an old piano, of most harmonious discord, only 119 or 120 years old. In the room opposite this are swords and muskets of different styles and patterns, each with its own history of the long struggle. The fire-place, open to the sky, is of the antique pattern, and it requires no great stretch of the imagination to surround it with the old heroes that were



WASHINGTON'S HEADQUARTERS, NEWBURGH, N. Y.

here gathered a century ago. Newburgh can indeed be proud of this The-saurus, or "treasure-house" of the century. The city rises from the river in a succession of terraces. It is one of the handsomest cities on the Hudson, and has a population of about twenty thousand. It was settled by the Palatines, in 1708. (This is the eastern terminus of the Newburgh Branch of the Erie R.R.)

FISHKILL LANDING and MATTEAWAN, directly opposite, pleasantly located under the Fishkill Mountains. The New York and New England Railroad connects at this point with the Hudson River, and forms a direct route to

Hartford and Boston. The view from Beacon Mountain is worth the ascent, and the tourist ought not to neglect the opportunity.‡

LOW POINT, or Carthage, is a small village on the east bank, about four miles north of Fishkill. It was called by the early inhabitants Low Point, as New Hamburg, two miles to the north, was called High Point. Almost opposite Low Point, on the west bank, is a large flat rock, covered with cedars, known as the—

DUYVEL'S DANS KAMMER.—Here Hendrich Hudson, in his voyage up the river, witnessed an Indian pow-wow—the first recorded fireworks in a country which has since delighted in rockets and pyrotechnic displays. Here, too, in later years, tradition relates the sad fate of a wedding-party. It seems that a Mr. Hans Hansen and a Miss Kathrina Van Voorman, with a few friends, were returning from Albany, and disregarding the old Indian prophecy, were all slain :—

“For none that visit the Indian's den,
Return again to the haunts of men.
The knife is their doom ! O sad is their lot !
Beware, beware of the blood-stained spot !”

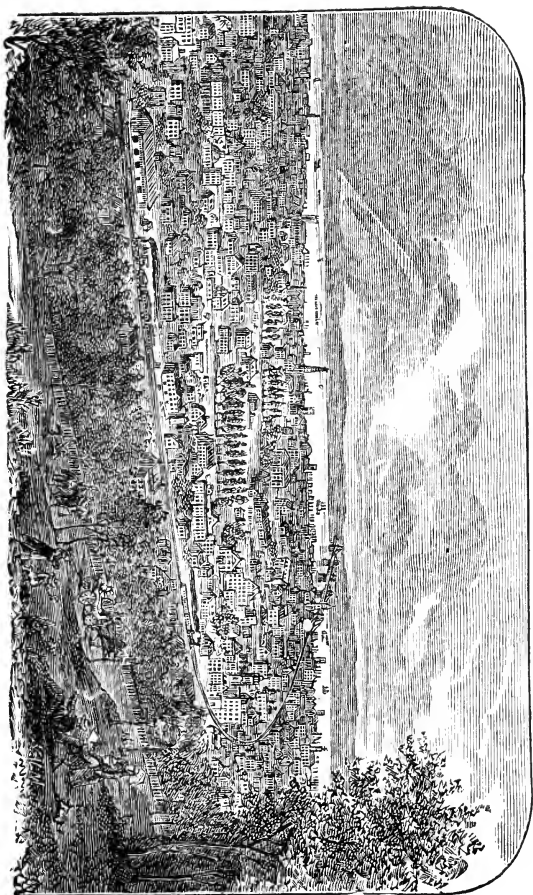
Some years ago this spot was also searched for the buried treasures of Captain Kidd, and we know of one river pilot who still dreams semi-yearly of there finding countless chests of gold.

Two miles above, on the east side, we pass New Hamburg, at the mouth of Wappinger's Creek. The name Wappinger had its origin from Wabun, east, and Acki, land. This tribe, a sub-tribe of the Mahicans, held the east bank of the river, from Manhattan to Roeliffe Jansen's Creek, which empties into the Hudson near Livingston, a few miles south of Catskill Station, on the Hudson River Railroad. Passing the little villages of Hampton, Marlborough, and Milton, on the west bank, we see, on the east bank,—

LOCUST GROVE, residence of the late Prof. S. F. B. Morse, inventor of the electric telegraph, who for all time will receive the congratulations of every civilized nation, and the whole globe is destined one day to speak *his* language. Yes, the islands of the sea, and the people that sit afar off in darkness, are beginning to feel the pulses of the world through the “still small voice” whispering beneath ocean and river, and across mighty continents, “putting a girdle round the earth in forty minutes,” like the fairy of *Midsummer-Night's Dream*.

THE LOOKOUT, once known as Mine Hill, where Poughkeepsie people some years ago expected to find iron, is north of Locust Grove, on the east bank. It is now owned by the Poughkeepsie Cemetery, and preserved as a wooded

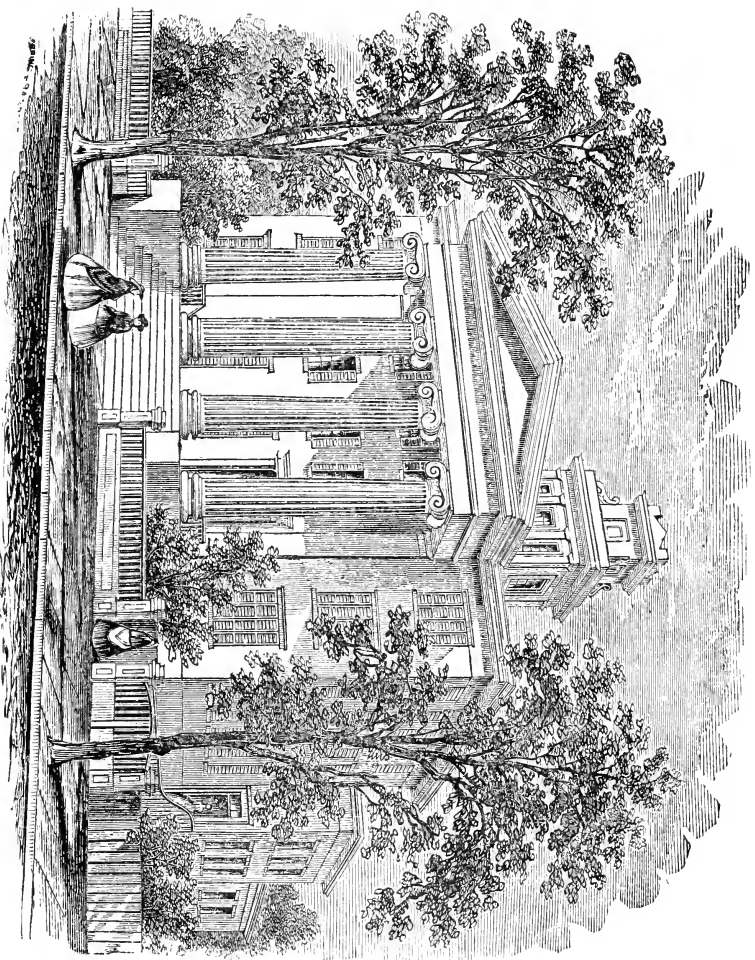
POUGHKEEPSIE, N. Y. THE QUEEN CITY OF THE HUDSON.



park. Driveways have been laid out, and the visitor can see from his carriage, at this point, one of the finest views of the Hudson. The completion of this road is largely due to the enterprise of Mr. George Corlies, who has done much during the last forty years to make Poughkeepsie beautiful. The view from this Lookout takes in the river for ten miles to the south, and is bounded on the north by the Catskills. In a recent ramble with Mr. Corlies over the Lookout Point, he told the writer that it was originally the purpose of Matthew Vassar to erect a monument on Pollopel's Island to Hendrick Hudson. Mr. Corlies suggested this point as the most commanding site. Mr. Vassar visited it, and concluded to place the monument here. He published an article in the Poughkeepsie papers to this effect, and, meeting Mr. Corlies one week afterward, said, "Not one person in the city of Poughkeepsie has referred to my monument. I have decided to build a College for Women, where they can learn what is useful, practical and sensible." It is interesting to note the "first beginnings" of the first woman's college in the world, as it took form and shape in the mind of its founder.

We now see Blue Point, on the west bank; and, in every direction, we have the finest views. The scenery seems to stand, in character, between the sublimity of the Highlands and the tranquil dreamy repose of the Tappan Zee. It is said that under the shadow of these hills was the favorite anchorage of—

THE STORM SHIP, one of our oldest and therefore most reliable legends. The story runs somewhat as follows: Years ago, when New York was a village—a mere cluster of houses on the point now known as the Battery—when the Bowery was the farm of Peter Stuyvesant, and the old Dutch church on Nassau street, (already a lost landmark), was considered the country—when communication with the old world was semi-yearly instead of semi-weekly or daily—say one hundred and fifty years ago—the whole town one evening was put into great commotion by the fact that a ship was coming up the bay. She approached the Battery within hailing distance, and then, sailing against both wind and tide, turned aside and passed up the Hudson. Week after week and month after month elapsed, but she never returned; and whenever a storm came down on Haverstraw Bay or Tappan Zee, it is said that she could be seen careening over the waste; and, in the midst of the turmoil, you could hear the captain giving orders in *good Low Dutch*; but when the weather was pleasant, her favorite anchorage was among the shadows of the picturesque hills, on the eastern bank, a few miles above the Highlands. It was thought by some to be Hendrich Hudson and his crew of the "Half Moon," who, it was well known, had once run aground in the upper part of the river, seeking a northwest passage to



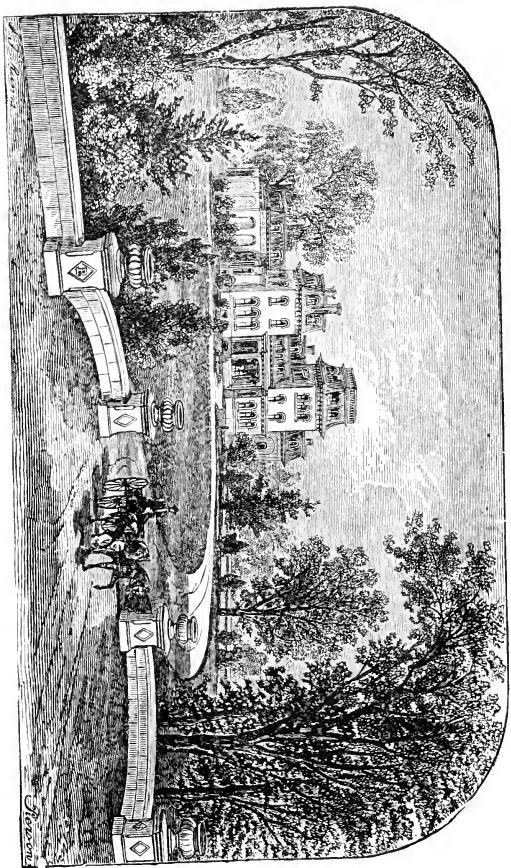
POUGHKEEPSIE FEMALE ACADEMY.

China ; and people who live in this vicinity still insist that under the calm harvest moon and the pleasant nights of September, they see her under the bluff of Blue Point, all in deep shadow, save her topsails glittering in the moonlight,

POUGHKEEPSIE, (seventy-four miles from New York), Queen City of the Hudson, derived from the Indian word Apokeepsing, signifies safe harbor. Near the landing is a bold rock jutting into the river, known as Kaal Rock, signifying barren rock ; and perhaps this also furnished a safe harbor or landing place for those days of birch canoes. It is said there are over forty different ways of spelling Poughkeepsie, and every year the Post-Office Record gives a new one. The first house was built in 1702 by a Mr. Van Kleek ; and the State Legislature held a session here in 1777 or 1778, when New York was held by the British, and Kingston had been burned by Vaughn. Ten years later, the State Convention also met here for ratification of the Federal Constitution. The city has a beautiful location, and is justly regarded the finest residence city on the river. It is not only midway between New York and Albany, but also midway between the Highlands and the Catskills, commanding a view of the mountain portals on the south and the mountain overlook on the north—the Gibraltar of Revolutionary fame and the dreamland of Rip Van Winkle. The magnificent steamers which ply daily between New York and Albany, thirty trains on the best-appointed railroad in the country, and fine steamers of home enterprise, make the traveling facilities complete. The city has a population of 21,000 inhabitants—the largest between the capital and the metropolis. In addition to its natural beauty, Poughkeepsie is noted throughout our country for refined society, and as a nucleus of the finest schools in our country.

POUGHKEEPSIE FEMALE ACADEMY, under the rectorship of Rev. D. G. Wright, A. M., is located in the central part of the city, and has long been distinguished for thoroughness of instruction and carefulness of supervision. The building is ample and commodious ; the rooms large, well ventilated, and furnished with regard to taste, convenience, and home comfort. The laboratory is furnished with an excellent philosophical, chemical, and astronomical apparatus. Pupils are carried through a collegiate course, or fitted to enter any class in Vassar College. For many years this Academy has ranked among the first in our State in educational spirit and progress ; and there are few if any places, where young ladies acquire a more healthy mental or moral education, a more finished and perfect symmetry in the development of mind and heart.

VASSAR COLLEGE is not seen from the river, and the Hudson River State



EASTMAN PLACE. RESIDENCE OF MRS. H. G. EASTMAN.

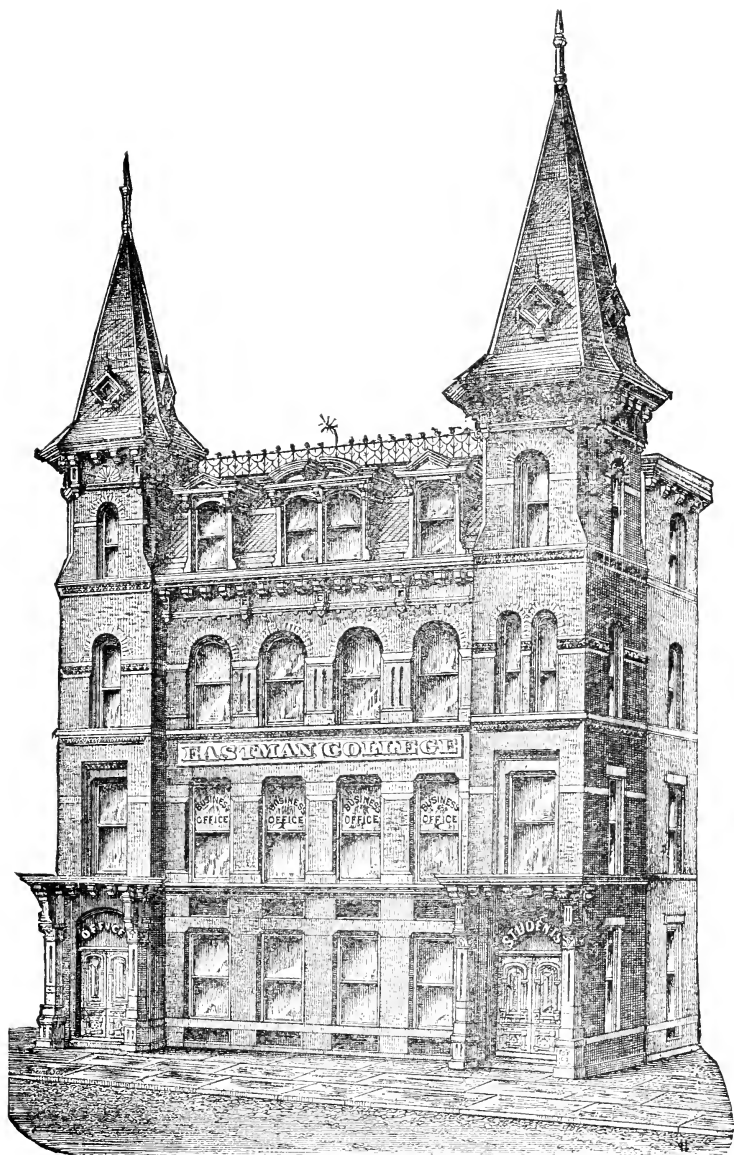
Hospital for the Insane, a large brick structure, two miles north of Poughkeepsie, is often mistaken for it by tourists. If the College had been located either north or south of the city, on some commanding site, it would have been one of the finest landmarks on the Hudson. The College is two miles east from the Landing, connected with it by horse railroad.

EASTMAN BUSINESS COLLEGE is also one of the fixed and solid institutions of Poughkeepsie, located in the very heart of the city. It has done good work in preparing young men for business, and has probably done more to make Poughkeepsie a familiar word in every household throughout the land than all her other institutions combined. It was fortunate for the city that the energetic founder of this College selected the central point of the Hudson as the place of all others most suited for his enterprise, and equally fortunate for the thousand young men who yearly graduate from this institution, as the city is beautifully located and set like a picture amid picturesque scenery. Every department of the College is thoroughly organized, and the course of training forms a good supplement to every young man's education. The mere literary student is often launched upon the sea of life with very little knowledge of the practical. The idea of "Eastman College" is to teach the young man what he *needs to know*. The College was never more successful than to-day, and its reputation, like the Pacific Railroad, reaches from New York to San Francisco.

THE POUGHKEEPSIE, HARTFORD & BOSTON RAILROAD forms a direct route across the country, connecting the pleasant valleys of the Harlem, the Housatonic, and the Connecticut with the Hudson. The drives about Poughkeepsie are charming in every direction. On the west is Lake Mohonk and Minnewaska, for which point stages connect on the arrival of the Day-boat at Poughkeepsie. The Hyde Park drive is known the world over; also the ride over the South Road to New Hamburg and Fishkill Landing.

The Poughkeepsie Bridge, a pier of which will be seen as the steamer leaves the dock, will (when completed) connect the Eastern States with the coal fields of Pennsylvania. We clip the following from the map and prospectus:

"The Hudson River is one of the great natural boundaries dividing the United States into grand divisions or sections. The New England States, east of the Hudson, including New York City, contain one-seventh of the whole population of the United States, and *control more than one-half the manufacturing of the nation*. These States are the most active and wealthy, and their business interests and capital are nearly equal to those of all



the rest of the Union. The great crossing places on the Hudson, over which now pass all the mighty streams of trade and travel between this great section of country and the wider and more rapidly growing West, are but two: one at Albany and Troy, the other at New York."

A description of Poughkeepsie would be incomplete without reference to the extensive manufactory of Adriaance, Platt & Co., which we see near the river bank as we approach the landing. This firm commenced the manufacture and sale of the Buckeye Mower, at Poughkeepsie, with salesrooms in New York, in 1857 and 1858. The business has increased and enlarged in their hands materially, and they have attained such excellence in the manufacture of their machines that their reputation is world-wide. It would be safe to say that three-fourths of the meadows in the River Valley are cropped by the steel-shuttled knives of the Buckeye. They have been awarded the highest honors in Germany, Holland, France, Belgium, Sweden, Norway, Italy, Russia, Switzerland, and the United States, and are now sold in every part of the civilized globe.

FROM POUGHKEEPSIE TO RHINEBECK.

NEW PALTZ LANDING, opposite Poughkeepsie, has many romantic spots and beautiful views from the surrounding hills.

The Parthenon-shaped building, on the east bank, above Poughkeepsie, was built for a school, and the eminence is known as "College Hill." The large brick building north of this is the Hudson River State Hospital.

The point on the west bank of the river is known as Crum Elbow, and on the hill above it resides Mrs. Spencer, an artist of original power, whose pictures have been known and commended for a quarter of a century.

HYDE PARK, (80 miles from New York), named, some say, in honor of Lady Ann Hyde; according to others after Sir Edward Hyde, one of the early British Governors of the Colony. The village is on the bluff one mile from the river. The large building on the west bank opposite Hyde Park is known as the Manresa Institute; and above this are the homes of A. R. Frothingham, John Burroughs, and General Butterfield. The first prominent place above Hyde Park, on the east side, is the residence of Walter Langdon. Mrs. Kirkpatrick's, known as "Drayton House," a villa of the Italian order of architecture, is next to the north; and above this, Placentia, once the home of James K. Paulding, now owned by Mr. N. P. Rogers.

Passing Esopus Island, and Robert Pell's residence, on the west bank, and Staatsburg dock, on the east bank, we see the beautiful grounds and residence of Wm. B. Dinsmore.

From this point, looking across Vanderberg Cove, on the east bank, we see a residence known as Wildercliffe, owned by Edward R. Jones. North of this, also on the east bank, is the Ellerslie Estate.

Passing Port Ewen, on the west bank, the steamer lands at Rhinecliff, or—
RHINEBECK LANDING.—(90 miles from New York). The village of Rhinebeck is two miles east from the landing and cannot be seen from the river. It was named, as some say, by combining two words—Beekman and Rhine. Others say that the word *beck* means cliff, and the town was so named from the resemblance of the cliffs to those of the Rhine.

The De Garmo Institute, at Rhinebeck—Prof. De Garmo, Principal and Proprietor—is one of the most thorough and complete of academies, and is always full. Its classical and Scientific Departments are superior.

THE HARTFORD & CONNECTICUT WESTERN RAILROAD meets the Hudson at Rhinecliff, and makes a pleasant and convenient tourist and business route between the Hudson and the Connecticut. It passes through a delightful country and thriving rural villages. Some of the views along the Roeliffe Jansen's Kill are unrivalled in quiet beauty. The railroad passes through Rhinebeck, Red Hook, Spring Lake, Ellerslie, Jackson Corners, Mount Ross, Gallatinville, Ancram, Copake, Boston Corners, and Mount Riga to State Line Junction, and gives a person a good idea of the counties of Dutchess and Columbia. At Boston Corners connection is made with the New York & Harlem Railroad.

From State Line Junction it passes through Ore Hill, Lakeville, with its beautiful lake, (an evening view of which is still hung in our memory gallery of sunset sketches), Salisbury, Chapinville, and Twin Lakes to Canaan, where the line crosses the Housatonic Railroad. This route, therefore, is the easiest and pleasantest for the Housatonic visitors *en route* to the Catskills. From Canaan the road rises by easy grade to the Summit, at an elevation of 1400 feet, passing through the village of Norfolk with its picturesque New England church crowning the village hill.

From the Summit we pass through the prosperous villages of West Winsted and Winsted; through the picturesque valleys of New Hartford, Pine Meadow, Collinsville, and Canton to Simsbury, a cultured village in charming rural setting.

From Simsbury, a run of half an hour takes the tourist through Hoskins, Tariffville, Scotland, Bloomfield, and Cottage Grove, to Hartford, the prosperous and enterprising capital of Connecticut. At Hartford connections are made with the New York, New Haven & Hartford Railroad, with New York & New England and Hartford & Connecticut Valley Railways; at Simsbury,

with New Haven & Northampton Railroad ; at Winsted, with Naugatuck Railroad. No route presents more varied or beautiful scenery. The road is under excellent management, and is fortunate in possessing in its superintendent Mr. Jno. F. Jones, a thoroughly practical man.

CITY OF KINGSTON (population 20,000).—Rondout, on the Hudson, and Kingston, on the hill, have been tied together into one city, with the City Hall on a hill midway between for a bow-knot. The name Rondout had its derivation from a redoubt that was built on the banks of the creek. The creek took the name of Redoubt Kill, afterward Rundoubt, and at last Rondout—a much more sensible name than Athens or Rome for a town on the Hudson. Kingston was once called Esopus on Esopus Creek, which flows north and empties into the Hudson at Saugerties. (The Indian name for Kingston was At-kar-karton, the great plot or meadow on which they raised corn or beans.)

Kingston was settled in 1614, and thrice destroyed by the Indians before the Revolution. In 1777 the State Legislature here met and formed a constitution. In the fall of the same year, after the capture of Forts Montgomery and Clinton by the British, General Vaughan landed at Rondout, marched to Kingston and burned the town. He remained until he received the news of Burgoyne's surrender, when he returned to New York. While Kingston was burning, the inhabitants fled to Hurley, where a small force of Americans hung a messenger who was caught carrying dispatches from Clinton to Burgoyne.

Irving, in his *Life of Washington*, says: "On the 9th (October) two persons coming from Fort Montgomery were arrested by the guard, and brought for examination. One was much agitated, and was observed to put something hastily into his mouth and swallow it. An emetic was administered, and brought up a silver bullet. Before he could be prevented he swallowed it again. On his refusing a second emetic, the Governor threatened to have him hanged and his body opened. This threat produced the bullet in the preceding manner. It was oval in form, and hollow, with a screw in the centre, and contained a note from Sir Henry Clinton to Burgoyne, written on a slip of thin paper, and dated October 8th, from Fort Montgomery, '*Nous y voici* (here we are), and nothing between us and Gates. I sincerely hope this little success of ours will facilitate your operations.'"

Rondout is the termination of the Delaware and Hudson Canal, (whence canal boats of coal find their way from the Pennsylvania Mountains to tide-water), and the Ulster and Delaware Rail Road, by which people find their way from

tide-water to the mountains, which now greet the eye of the tourist, north-west of Kingston.

A short time ago, on our last trip to the Mountains, it occurred to us to arrange our article on the "Catskills" in two parts—viz., the Southern Catskills and the Northern Catskills—not so much as relating to the mountains themselves as to the routes of the traveler. First, then—

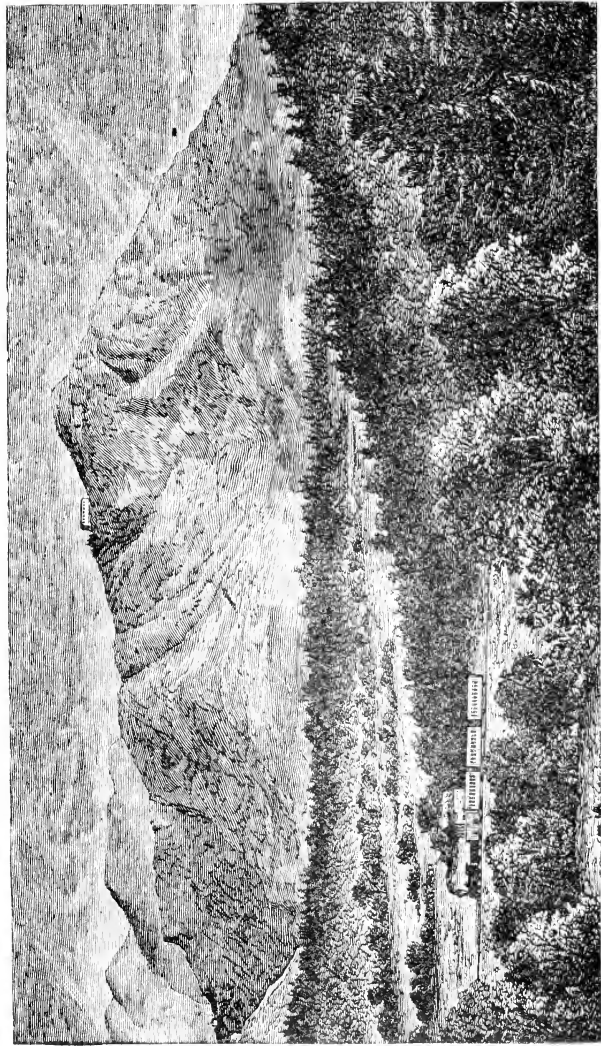
THE SOUTHERN CATSKILLS (Ulster and Delaware Railroad).

Reaching the Rondout dock, we take the train in waiting for the Mountain district. As we stand on the rear platform a friend points north to a bluff near Kingston Point and says the Indian name is "Ponckhockie,"—Indian for Burial Ground. A good Scotch mile of steep grade brings us to the Wal-kill Valley Railroad Junction, 184 feet above the river and one-half mile farther to Kingston Station. Our friend also told us to note the old redoubts of Kingston on the left; we forgot to do so, but we commend his advice to the traveler. They were defenses used in early days against the Indians.

After leaving Kingston the next station is Stony Hollow, eight miles from Rondout, and the traveler will note the stone tracks in the turnpike below on the right side of the car, used by quarry wagons. Crossing the Stony Hollow ravine, we reach West Hurley, nine miles from Rondout and 530 feet above the sea.

THE OVERLOOK MOUNTAIN HOUSE, the most suggestive and to our minds the most appropriately christened of any of the Mountain hotels or peaks, is nine miles distant by stage from West Hurley. The Overlook stands like a sentinel or outpost of this mountain phalanx, and commands a wide and extensive view. The mountain, according to Prof. Guiot, is 3,150 feet high, and, as we walked up one summer evening a few years ago, we feel sure that he is right.

Four miles from West Hurley we passed through the little village of Woodstock, the post-office of the Overlook House. The hotel is 500 or 600 feet higher than any other in the Catskills or in the State, and the view embraces an area of 30,000 square miles from the peaks of New Hampshire and the Green Mountains of Vermont to the hills of New Jersey and Pennsylvania. To the east the valley reaches away with its towns and villages to the blue hills of Massachusetts and Connecticut, and through this beautiful valley, the Hudson for a hundred miles is reduced to a mere ribbon of light. The house, completed in the Spring of 1878 and enlarged in 1879, is well furnished, heated by steam, lighted with gas, connected with the outside world by tele-



OVERLOOK MOUNTAIN, ONE OF THE HIGHEST PEAKS OF THE CATSKILL MOUNTAINS.

OVERLOOK MOUNTAIN HOUSE.

Route via Kingston, N. Y. Elevation 3,130 feet. New and Complete in all its appointments.
TERMS, \$3.00 and \$3.50 per day. \$15.00 to \$25.00 per week.

C. K. HASKELL, PROPRIETOR,

WOODSTOCK, ULSTER COUNTY, N. Y.

graph, and two mails daily. Echo Lake and the picturesque falls of the Plattekill, are respectively one mile and a half and three miles distant.

A new turnpike road has been built from the Overlook to the Plattekill Clove, passing over the mountain at Grand View, also a new drive around the top of Overlook Mountain, and on the highest point has been erected a tower with a fine telescope.

Returning from the "Overlook" to West Hurley, we pursue our journey westward *via* the *Ulster* and *Delaware*, through Olive Branch and Brown's Station to

BROADHEAD'S BRIDGE, 17 miles from Rondout. Bishop Falls are near this station. Passing through

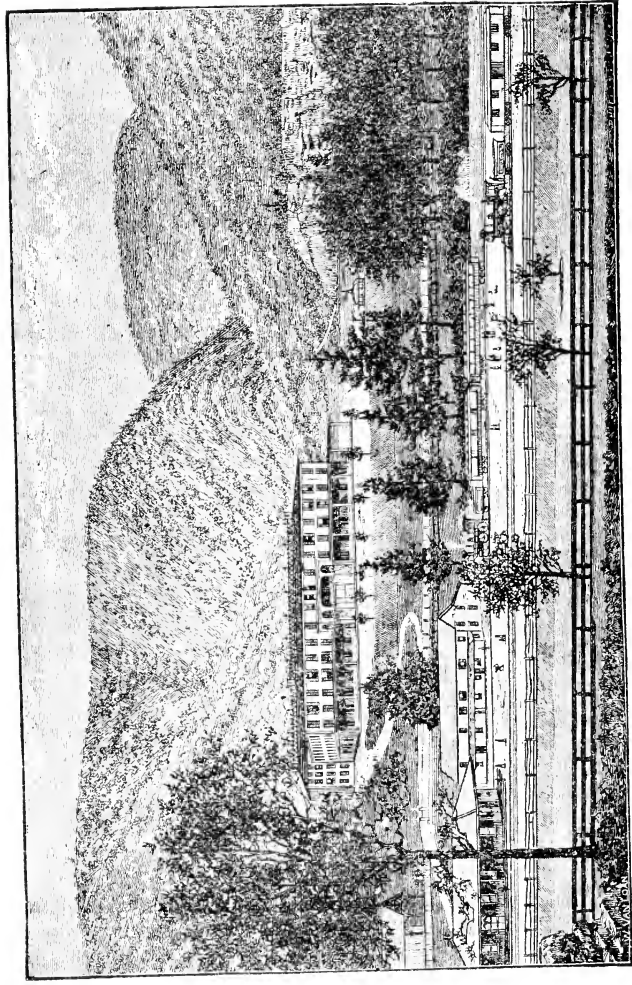
SHOKAN, 18 miles from Rondout, the road takes a northerly course; and we are advised by Mr. Van Loan's Guide—which is, by the way, the best companion one can have as a hand-book to the Catskills—to notice on the left "a group of five mountains forming a crescent; the peaks of these mountains are four miles distant;" the right-hand one is the "Wittenberg," and the next "Mount Cornell."

Passing through Boiceville and Mount Pleasant, 24 miles from Rondout, 700 feet above the Hudson, we enter the beautiful Shandaken Valley, and three miles of charming mountain scenery brings us to

PHOENICIA, 27 miles from Rondout. This is one of the central points of the Catskills which the mountain streams (Nature's engineers) indicated several thousand years ago. More modern engineers completed in 1881 a narrow-gauge road to Hunter, which is in fine running order. The readers of "Hiawatha" will remember that Gitche Manito, the mighty, traced with his finger the way the streams and rivers should run. The tourist will be apt to think that he used his thumb in marking out the wild grandeur of Stony Clove.

The Tremper House, at Phoenicia, has a beautiful and picturesque location, and the Hotel itself is a model and gem of neatness and comfort. The beautiful and extensive lawn in front and the charming valley seem to have been cut to fit, like a beautiful carpet, and tacked down to the edges of these grand old mountains.

The Romer Mountain is southwest, Mount Sheridan northwest, and Hunter Mountain in the rear, seen from the upper window of the Hotel. A fifteen minutes' walk up Mount Tremper gives a wide view, and the Lake Mohonk House is seen forty miles distant. There is a small lake that covers about an acre a short distance from the Hotel which, with its row-boats is a very pleasant feature among the hills.



TREMPER HOUSE, PHENICIA, ULSTER CO., N. Y.

Four and a half hours from New York City by rail. Evening Boat or Day Line to Rondout.
Terms, \$3.50 per day. Special rates by week or month.

JACOB H. TREMPER, Jr., Proprietor.

The house is situated at the entrance of Stony Clove (through which Notch the Stony Clove and Hunter Railroad passes.) It has, therefore, a commanding as well as a beautiful site, for its guards the new threshold of the mountains. It is also midway between the two highest peaks of the Catskill range—the “Slide Mountain in Ulster County, 4220 feet, and the Hunter Mountain in Greene, 4052 feet. These mountains, with the Wittenberg, Mount Cornell, Panther Mountain and Balsam Mountain, are each less than seven miles distant. The house is furnished in first-class style, and has all the accommodations of a first-class hotel. In fact, this railroad has brought the Catskills to our very doors, and the trip is as easy as from New York to Philadelphia. Mr. Tremper, the proprietor, has reason to congratulate himself on the popularity and success of his Mountain Hotel.

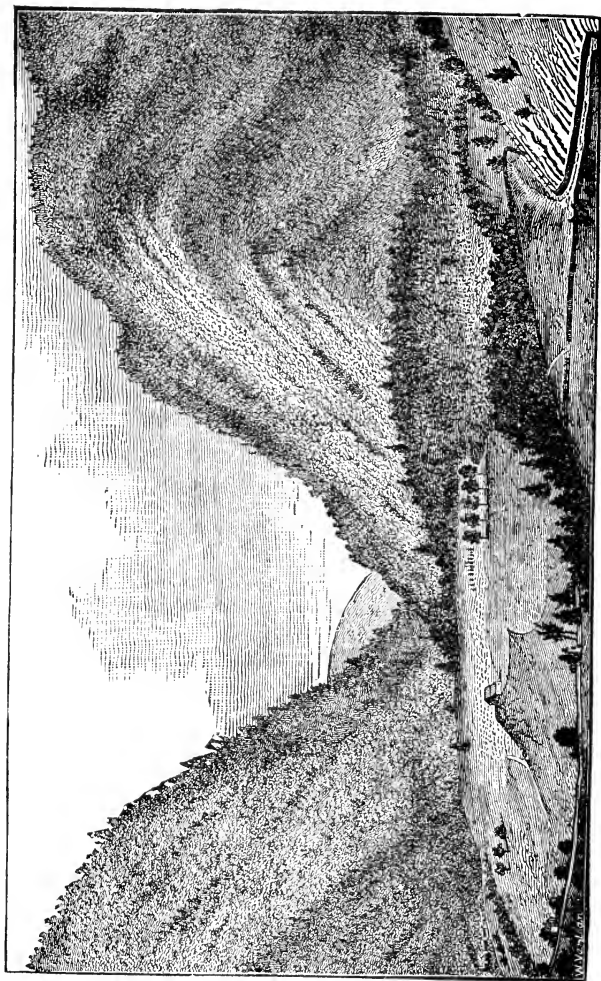
Pursuing our route westward from Phoenicia, we pass through Fox Hollow, thirty-two miles from Rondout, 990 feet above tide-water, and come to—

SHANDAKEN, named after an old chief of the Delaware. There is a remarkable butternut tree that the traveler will see shortly after leaving Shandaken Station. We have Mr. Van Loan for authority, that “It was 75 years old in 1878, and that year bore 75 bushels of butternuts.” Three miles beyond Shandaken we come to a little station which reminds one of the Plains, viz :

BIG INDIAN.—It is said that about seventy or eighty years ago a noble red man lived in these parts who, early in life, turned his attention to agriculture instead of scalping, and lived in this valley, then a wilderness, respected by the community. He was said to have been about eight feet in height and very muscular. He was attacked one day by wolves, and slew a few of them, but was overpowered by numbers. He was buried by his brethren not far from the station, and a “big Indian” was carved out of a tree near by for his monument. Mr. Guigou, sr., told me that he remembered the rude statue well, and often thought that it ought to be saved for a relic, as the stream was washing away the roots; but it was finally carried down by a freshet, and probably found its way to some fireplace in the Esopus Valley. “So man passes away,” etc., *vide* Irving’s essay “Westminster Abbey.”

The next station west of Big Indian is

PINE HILL, 39 miles from Rondout, and 1,660 feet elevation. Just before reaching the station we see a large and pleasant hotel on the right, and taking the omnibus at the station, drive through the pleasant little village of Pine Hill, one-half mile to the Guigou House, a hotel well known for its successful and thorough management. The Shandaken Valley is known everywhere as one of the most charming valleys of the entire Catskills, and this hotel is situated in the very heart of its beauty. The Esopus Creek flows in front of



STONY CLOVE FROM HUNTER.

Taken by permission from WALTON VAN LOAN'S Catskill Guide.

This admirable Guide to the Catskills is sold at the News Stands of the "Albany" and "Vibbard," and at News Stand; generally.

the hotel. The Guigou stream heads from springs about half a mile distant. Birch Creek, one mile north, is a fine trout stream, and we are confirmed in the idea by the nice trout on the breakfast-table. Big Indian stream is two miles below, and the Mabie brook one mile below. Pine Hill is the best starting-point for Slide Mountain.

Standing on the piazza of the Hotel the Panther Mountain is south-east, the Balsam Mountain in front, and directly in the rear of the Hotel is Rose Mountain. In the neighborhood is Monkey Hill, which has recently been purchased by the proprietor of the Guigou. It is proposed to build a fine road to the summit, which has an altitude of 2500 feet. This is the finest view-point on the Ulster and Delaware R. R. From this hill we see Balsam Mountain, Rose Mountain, Panther Mountain near at hand, and Slide Mountain 12 miles distant, the Cornell and Wittenberg, 12 miles distant, Peak a Moose 18 miles distant, and "Dominie Hammond's Tomb," 20 miles distant, including charming views of Delaware and Ulster Counties. The Hotel has been recently rebuilt and enlarged, so that it can now accommodate 200 guests.

The next station west of Pine Hill is—

THE SUMMIT, the highest point of the Ulster and Delaware Railroad, 1886 feet above tide-water, forty one miles from Rondout. This is the station for the Grand Hotel, appropriately named, not only for its commanding location but also for its architectural features and interior furnishing. From a long distance down the valley we see it, like a beautiful picture, framed by the forest and woodland. The main building faces southwest and overlooks the hamlet of Pine Hill, down the Shandaken Valley to Big Indian. The mountains "grouped like giant kings" in the distance are Slide Mountain, Panther Mountain, Table and Balsam Mountains. Slide Mountain, the highest of the Catskill group, is 4,220 feet above the tide. Panther Mountain, directly over Big Indian Station, with Atlas-like shoulders, is 3,800 feet in height, and, being nearer than Slide Mountain, seems to be higher, and is often mistaken for Slide Mountain. Table Mountain is to the right of the Slide, and is the divide between the east branch of the Nevisink and the Rondout.

The beautiful maple and beech woods immediately behind the hotel afford a shady and pleasant walk to the summit of the mountain. No one should fail to get the grand view from this commanding point. The hotel is under the admirable management of Captain Gillette, and if any one thinks the writer of this little hand-book enthusiastic, we can only say, come and see,—judge it from the proper altitude—and we predict that your letters to your friends will be a fitting postscript to our enthusiasm.

Returning to Phoenicia, we take the Stony Clove and Kaaterskill Mountain



SUNSET ROCK.

Railroad to the hotels of the grand eastern outlook—"fronting the sunrise and in beauty throned." This narrow-gauge railroad offers a quick and charming route to Hunter, Tannersville and Haines' Corners. It is also the direct route by means of stage connection at Hunter to Heusonville and Windham. The beautiful Stony Clove Pass makes a delightful trip; and the continuation of this mountain railroad brings the tourist to the very door of the Hotel Kaaterskill.

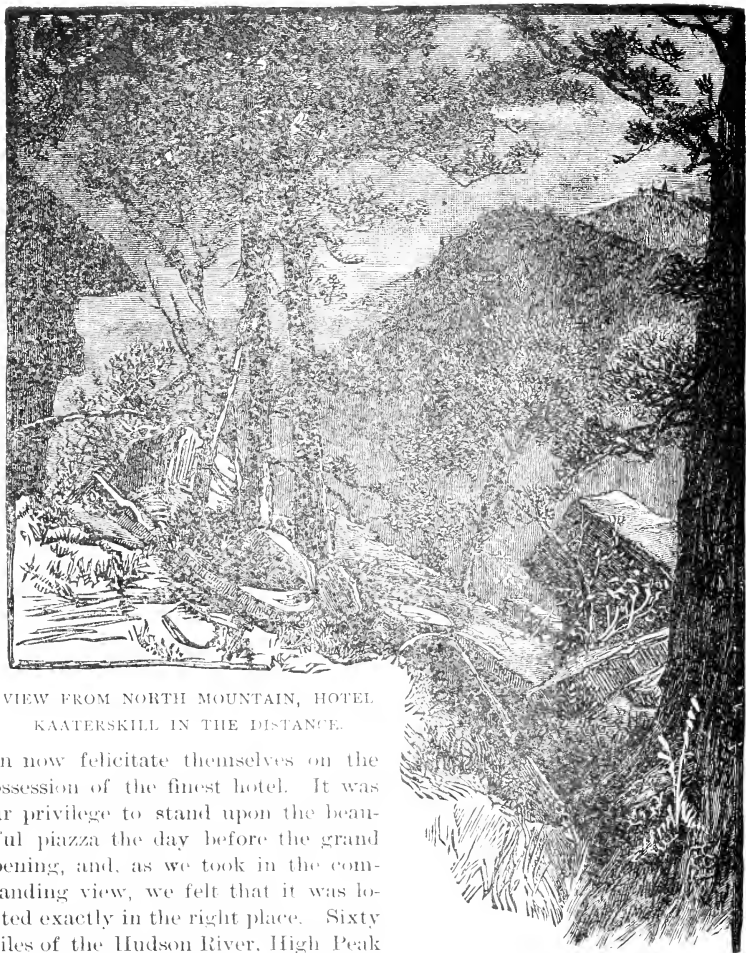
It was on this charming outlook that Henry Abbey, of Kingston, wrote his beautiful poem, "The Spirit of the Mountain," which appears in his last published volume, "The City of Success." We quote the last verses, the question of the poet and the answer of the spirit of the mountain. It is a beautiful conception:—the spirit of the mountain toiling through unnumbered centuries to rear up the mountains which are slowly crumbling away:—

"O Spirit of the Mountain!
O toiler deep of yore!
Vast is thy past behind thee,
Thy future vast before.
We call thee everlasting;
Our life is like a day;
Are time and tide against thee?
Must thou too pass away?

(THE SPIRIT ANSWERS)

"I see thy generations,
That wither as the rose,
And feel the isolation
Which wraps unmoved repose.
"Yet slowly, ever slowly,
I melt again to be
Lost in my grand, gray lover,
The wild, unresting sea.
I can not hear his moaning,
But know that, on the shore,
He flings his spray-arms toward me
And calls me evermore."

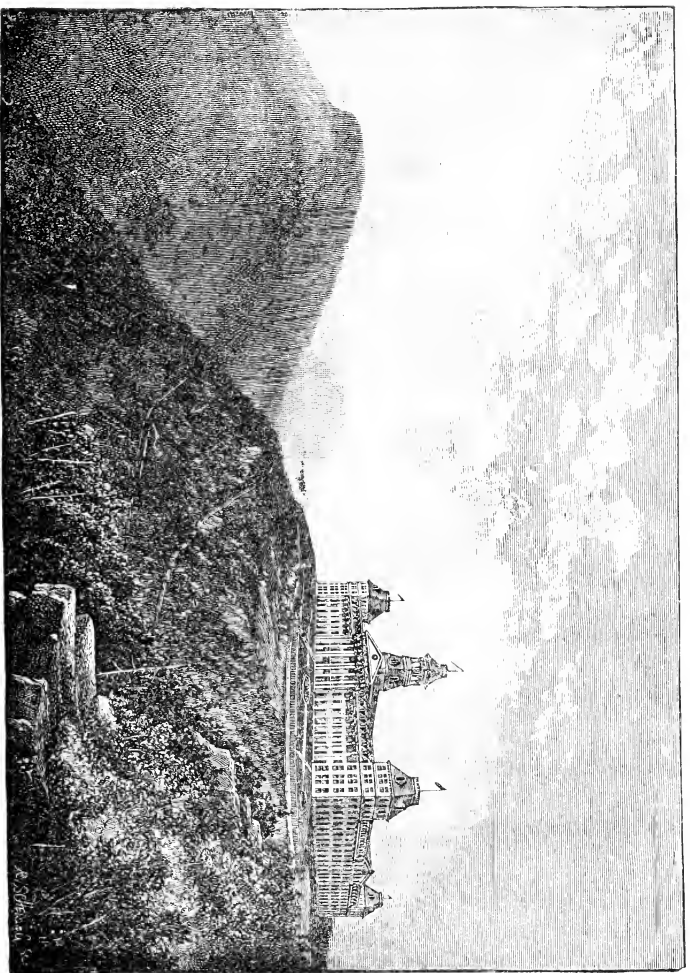
THE HOTEL KAATERSKILL.—This new hotel, whose name and fame went over a continent even before it was fairly completed, is located on the summit of the Kaaterskill Mountain. It is the largest and most complete mountain hotel in the world, and the Catskills have reason to feel proud of this distinction. They have for many years had the best-known legend in the world—the wonderful and immortal Rip Van Winkle. They have always enjoyed the finest valley views of any mountain outlook, and they



VIEW FROM NORTH MOUNTAIN, HOTEL
KAATERSKILL IN THE DISTANCE.

can now felicitate themselves on the possession of the finest hotel. It was our privilege to stand upon the beautiful piazza the day before the grand opening, and, as we took in the commanding view, we felt that it was located exactly in the right place. Sixty miles of the Hudson River, High Peak and Round Top Mountain, Kaaterskill Clove, Sunset Rock, and many other interesting views are seen from the grand porches of the hotel.

The Kaaterskill was first opened in 1881, having been constructed on the



HOTEL KAATERSKILL,

CATSKILL MOUNTAINS, NEW YORK.

most improved of modern designs, with elegant parlors, suites of rooms for families, and steam heat and open fire grates for dining halls and parlors. Elevators run to all floors, and the rooms are supplied with gas, electric bells and elegant beds and furnishings. The surrounding park includes groves, lakes, lawn tennis and other play-grounds, with every means of enjoyment. Billiard rooms, bowling alleys and telegraph offices are in the hotel.

The new mountain road to Palenville is a beautiful piece of engineering—as smooth as a floor, and securely built. It looks as if it were intended to last for a century, the mason work is so thoroughly finished. The views from this road are superior to anything we have seen in the Catskills, and the great sweep of the mountain clove is as grand and beautiful as the Sierra Nevadas on the way to the Yosemite. We think we use the proper adjectives when we say that the hotel is complete and artistic and the views grand and magnificent.

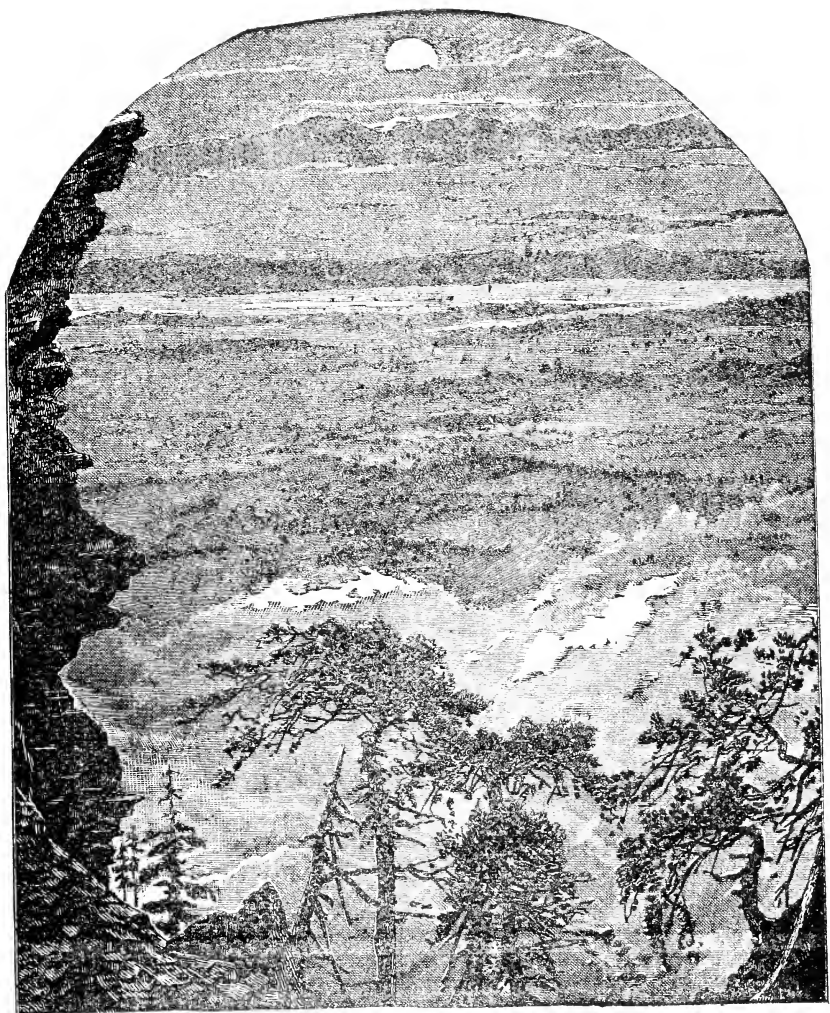
There is another Mountain Railroad indicated in our article—The Northern Catskills—which gives access to this Hotel and Mountain district *via* Palenville.

Returning to the Hudson River Day Boats, which we left at Rhinebeck, we pursue our trip up the river.

FROM RHINEBECK TO CATSKILL.

The old stone house on the hill, above Rhinebeck, is the Beekman House, said to have been built before 1700. It served as a church and as a fort during the Indian struggles, and still preserves the honorable scar of a cannon ball from an English ship. Passing *Ferncliff*, William Astor's residence, on the East bank, and Garretson place, at Clifton Point, with the village of Flatbush on the West side, we see, a few miles to the north, Barrytown, on the East bank, 96 miles from New York. It is said when Jackson was President, and this village wanted a post-office, that he would not allow it under the name of Barrytown, from personal dislike to General Barry, and suggested another name. But the people were loyal to their old friend, and *went without* a post-office until a new administration. The name of Barrytown, therefore, stands as a monument to pluck. The place is known among the old settlers as Lower Red Hook Landing.

MONTGOMERY PLACE.—About one half-mile north of Barrytown the tourist will see a residence, formerly occupied by Mrs. Montgomery, wife of General Montgomery, who fell on the Heights of Quebec. A dramatic incident, taken from Stone's History of New York City, we imagine, will be of interest to the



A BIRD'S-EYE VIEW OF THE HUDSON VALLEY.

tourist, and, we therefore, transcribe it : " In 1818 the Legislature of New York—De Witt Clinton Governor—ordered the remains of General Montgomery to be removed from Canada to New York. This was in accordance with the wishes of the Continental Congress, which, in 1776, had voted the beautiful cenotaph to his memory that now stands in the wall of St. Paul's Church, fronting Broadway. When the funeral cortege reached Whitehall, N. Y., the fleet stationed there received them with appropriate honors ; and on the 4th of July, they arrived in Albany. After lying in state in that city over Sunday, the remains were taken to New York, and on Wednesday deposited, with military honors, in their final resting place, at St. Paul's. Governor Clinton had informed Mrs. Montgomery when the steamer Richmond, with the body of her husband, would pass her mansion on the North River. At her own request, she stood alone on the portico at the moment that the boat passed. It was now forty years since she had parted from her husband, and they had been married only two years ; yet she had remained as faithful to the memory of her "soldier," as she always called him, as if alive. The steamboat halted before the mansion : the band played the "Dead March" ; and a salute was fired : and the ashes of the venerated hero, and the departed husband, passed on. The attendants of the Spartan widow now appeared, but, overcome by the tender emotions of the moment, she had swooned and fallen to the floor."

It will be remembered that Mrs. Montgomery was a sister of the distinguished Chancellor Livingston.

Passing Cruger's Island, east of the steamer's channel, we see a bay across the track of the Hudson River Rail Road, known as North Bay. It was here that Robert Fulton built the "Clermont," receiving pecuniary aid from Chancellor Livingston. It was through his influence that Fulton secured from the State Legislature of New York the passage of an Act granting to himself the exclusive privilege of navigating the waters of the State by means of steam power. The only conditions imposed were that he should, within a year, construct a boat of not less than twenty tons burthen, which should navigate the Hudson at a speed not less than four miles an hour, and that one such boat should not fail of running regularly between New York and Albany for the space of one year. The Legislature probably intended that Fulton should run an ice boat when the Hudson was frozen over, or else they must have been sleepy when they passed the bill.

TIVOLI, (one hundred miles from New York), is just above the bay. There is a ferry at this point for Saugerties. The residence of the late Col. de Peyster is on a wooded bluff, north of Tivoli, built before the Revolution, by one

of the Livingston family. The British stopped here with the idea of burning the place, but the proprietor was in possession of a well-stocked wine cellar, and the wrath of the invaders was mollified.

SAUGERTIES.—The long dock, on the west bank, shows the enterprise of this pleasant village—101 miles from New York. Population, 4,000. The Esopus Creek empties into the Hudson at this point. The Catskill Mountain Road, from Saugerties, passes through a wild and rugged chasm, known as the Plattekill Clove.

Passing Malden, on the east bank, above Saugerties, and Evesport, and West Camp, little villages, devoted to the flag-stone interests, we see—

GERMANTOWN, on the east bank. The view from this point is very fine.

Between Germantown and Catskill the traveler obtains a fine view of the reclining giant, readily traced by the following outline :—the peak to the south is the *knee*; the next to the north is the *breast*; and two or three above this, the *chin*, the *nose*, and the *forehead*. The highest Point of the Catskills is 4,200 feet above the tide. Indian name of the Catskills was Ontiora, or Mountains of the Sky.

We are tempted to quote again from Mr. Abbey's book the Legend, which he has put in verse, of Ontiora coming down from the northern lakes arrested midway by the wand of Manito

“In the sleep, or night, of the moon
The monster was stalking abroad.
On his way to the sea for a bath,
For a bath in the salt, gray sea;
And he trod the Red-men down,
Slaying them as he went,
Or drove them out of the land
As the winter drives the birds
Midway between the lakes
And the waters that reach to the sky—
Between the crystal fountains
And the headstrong, white-plumed sea—
And near the King of Rivers,
Which widens and deepens like life
To Ontiora spoke
Manito out of the sky,
Manito, father of all,
The one Great Spirit of Good,
To the man-shaped monster spoke,
‘You shall not go to the sea;
But forever here on the land,
Shall lie on your giant back.

And wail in the blast, and weep
For the Red-men you have slain.'

"So Ontiora wild,
By eternal quiet touched,
Fell backward in a swoon,
And was changed into peaceful hills,
The Mountains of the Sky.

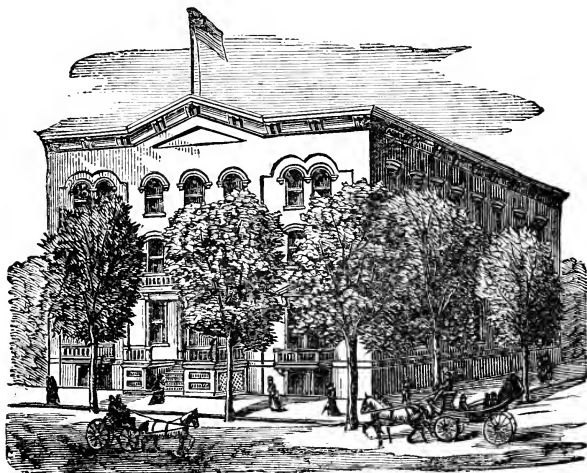
"And whenever you sail along
By the Kaatskills high and grand,
You may see the form of him,
The monster that, moons ago,
The Manito changed into this,
He lies with his face to the sky,
You can mark his knees and breast,
And forehead lofty and large ;
But his eyes, they say, are lakes
Whose tears flow down in streams
That seam and wrinkle his cheeks,
For the fate that he bears, and regret
For the evil he did, as he stalked
In the sleep, or night, of the moon,
Moons on Moons ago."

Wallace Bruce, in his Holiday Poem, "The Hudson," also alludes to Ontiora in the following stanzas :—

"The Catskills to the northward rise,
With massive swell and towering crest,
The old-time 'Mountains of the Skies,'
The threshold of eternal rest.
Where Manito once lived and reigned
Great Spirit of a race gone by,
And Ontiora lies enchained
With face uplifted to the sky."

ROELIFFE JANSEN'S CREEK meets the Hudson, on the east bank, a short distance above Germantown. This stream rises in Hillsdale, Columbia County, within a few feet of the Greenriver Creek, which Bryant has embalmed in verse. The Greenriver flows east into the Housatonic. The Jansen flows south into Dutchess County, and then takes a northerly course until it joins the Hudson. The Original Livingston Manor House stood at the mouth of this creek. When General Vaughan burned Kingston, he sent an expedition up the river, and the original Manor House was burned. A new mansion, however, was built, and "Claremont" is still one of the finest country-seats on the Hudson.

CATSKILL, (111 miles from New York, Population 4,000). The landing is immediately above the mouth of the Catskill, or Kaaterskill Creek. It is said that the Creek and mountains took their name from the following fact: It is known that each tribe had a *totemic* emblem, or rude banner; the Mahicans had the wolf as their emblem, and some say that the word Mahicans means the enchanted wolf. (The Lenni Lenapes, or Delawares, at the Highlands, had the turkey as their totem.) Catskill was the southern boundary of the Mahicans on the west bank, and here they set up their emblem. It is said, from this fact the stream took the name of the Kaaters-kill. The large cat



IRVING HOUSE,—H. A. PERSON, Proprietor

In the heart of the village, and near the station of the Catskill Mountain Road.

and wolf were at least similar in appearance, from the mark of King Aepgin in his deed to Van Rensselaer. Perhaps, however, the mountains at one time abounded in these animals, and the emblem may be only a coincidence. The old village, with its Main Street, lies along the valley of the Catskill Creek, not quite a mile from the Causeway Landing, and preserves some of the features of the days when *Knickerbocker* was accustomed to pay it an annual visit. Its location seems to have been chosen as a place of security—out of sight to one voyaging up the river. It has, however, grown of late, and the

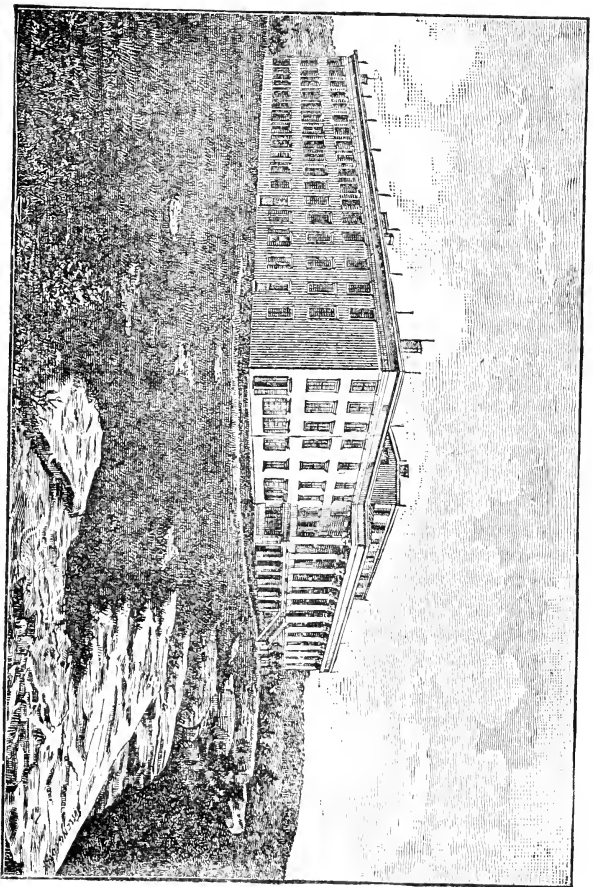
northern slope is covered with fine residences, all of which command extensive views of the Hudson. The "Irving House," is the appropriate name of the largest and best hotel in the village, as Catskill owes a large part of its present popularity—probably more than it imagines—to the pen of Washington Irving. It is fitted up with all the conveniences of a first-class hotel, and is kept open during the whole year.

The Catskill Mountain Railroad runs from Catskill dock to Palenville, at the foot of the mountains. The West Shore Railroad crosses the Catskill Creek west of the village and connects with the Mountain Railroad at the crossing.

THE NORTHERN CATSKILLS.

Some pages back we spoke of the Southern Catskills, not so much as relating to the mountains as to emphasize the fact of the *two routes*, which converge from Kingston and Catskill toward each other, drawn by the principal mountain points of attraction, viz: the Catskill Mountain House and the Hotel Kaaterskill; and the traveler, by either route, will find himself soon in the heart of the mountains. To go *via* one route and return by another gives pleasant variety to the trip. Passengers, leaving the boat at Catskill, reach Palenville by the Catskill Mountain Railroad, and then ascend the mountain by stage.

CATSKILL MOUNTAIN HOUSE.—For miles up and down the river we can see the Mountain House, known all over the world for the last half of a century. This hotel has been for years the favorite summer resort on the river, and has kept its old time *prestige*. It remains open until October 1st, to enable visitors to enjoy the early autumnal changes of the foliage, which add greatly to the scenery. It is distinguished for its beautiful location and healthful atmosphere. It seems as if its rocky balcony was built out by nature to overlook the lovely valley of the Hudson. The Mountain House Park consists of 3,000 acres, and has a valley frontage of over three miles in extent. It includes within its boundaries North and South Lakes. According to Indian fable, these little lakes upon the summit were regarded as the eyes of "Ontiora," and are open all the summer; but in the winter they are covered with a thick crust or heavy flim: but whether sleeping or waking, tears always trickle down his cheeks. Here, according to Indian belief, was kept the great treasury of storm and sunshine, presided over by an old squaw spirit who dwelt on the highest peak of the mountains. She kept day and night shut up in her wigwam, letting out only one at a time. She manufactured new



1824

CATSKILL MOUNTAIN HOUSE.

1884

61st Season.

THE CATSKILL MOUNTAIN HOUSE is the only Hotel commanding the famous view of the Hudson Valley.— Elevation 2,500 feet and 15° to 20° cooler than New York. Surrounded by its own Park of 3,000 acres of magnificent Forests, including entirely the two lakes and all the noted places of interest which have made the region famous, it is universally acknowledged to be **The Most Desirable Location in the Catskills.**

Accessible *via* CATSKILL MOUNTAIN RAILROAD from CATSKILL LANDING. It is *never in time* by ONE HOUR to New York or Saratoga than any other Hotel on the Mountains of equal elevation. Also accessible *via* KAATERSKUL R.F.E.

SEND FOR CIRCULAR

“CATSKILL MOUNTAIN HOUSE CO., Catskill, N. Y.”

moons every month, cutting up the old ones into stars, and, like the old Æolus of mythology, shut the winds up in the caverns of the hills.

A morning view from the Mountain House Cliff will be remembered a lifetime ; at least we remember, as if it were yesterday, a July morning three years ago. We rose at 3.30, and patiently waited the sun's advent, while the rosy dawn announced the morning coming with "looks all vernal and with cheeks all bloom." The *windows* of the Mountain House, one after another, began to reveal undreamed visions of loveliness, and it were really difficult to tell which had the deeper interest, the sun's rising in the east, or the daughters in the west. The rosy clouds of the one, the tender blushes of the other ; the opening eyelids of the morning, or the opening eyelids of innocence. In four minutes more by solar time, and the sun would sprinkle the golden dust of light over the valley of the Hudson. The east was all aglow, and, *as we stood musing the fire burned*, yes, brighter and brighter, as if the distant hills were an altar, and a sacrifice was being offered up to the God of Day.

Cities and villages below us sprang into being, and misty shapes rose from the valley, as if Day had rolled back the stone from the Sepulcher of Night, and it was rising transfigured to Heaven. Adown and up the river for the distance of sixty miles, sloops and schooners drifted lazily along, while below us the little

"ferry-boats plied
Like slow shuttles through the sunny warp
Of threaded silver from a thousand brooks."

Truly the Catskills were a fitting place for the artist Cole to gather inspiration to complete that beautiful series of paintings, "The Voyage of Life," for no finer mountains in all the world overlook a finer river.

Two miles from the hotel are the Kaaterskill Falls. The waters fall perpendicularly 175 feet and afterward 85 feet more. The amphitheatre behind the cascade is the scene of one of Bryant's finest poems :

"From greens and shades where the Kaaterskill leaps
From cliffs where the wood flowers cling ;"

and we recall the lines which express so beautifully the well-nigh fatal dream

"Of that dreaming one
By the base of that icy steep
When over his stiffening limbs begun
The deadly slumbers of frost to creep."

About half-way up the mountain is the place said to be the dreamland of Rip Van Winkle—the greatest character of American Mythology, more real than the heroes of Homer or the massive gods of Olympus. And our age has

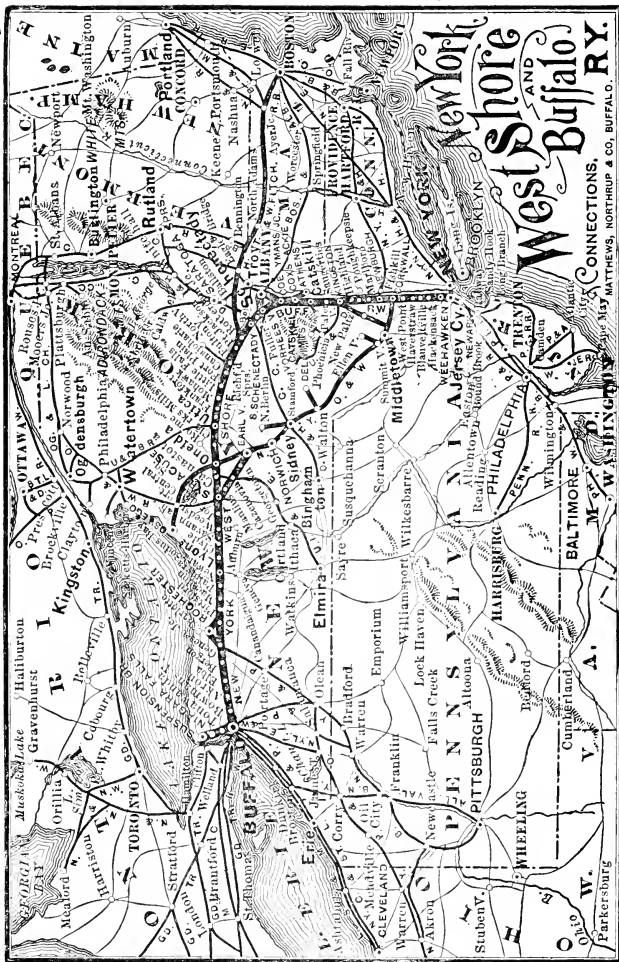
reason to congratulate itself on the *possession* of Joseph Jefferson and John Rogers, who on the stage and in the studio have illustrated to the life this master-piece of Irving.

The cut here given represents Rip Van Winkle at home, the favorite of the



village children. You will remember Irving says, "the children of the village would shout with joy whenever he approached, he assisted at their sports, made them playthings, taught them to fly kites and shoot marbles, and told them long stories of ghosts, witches and Indians. Whenever he went dodging about the village he was surrounded by a troop of them hanging on his skirts, clambering on his back and playing a thousand tricks on him with impunity." Two others complete the group, Rip Van Winkle on the mountains, and Rip Van Winkle returned. As will be seen above, the figure of Rip was modelled from Mr. Jefferson, who sat for his likeness. And as we turn away from the Catskills, with visions of beauty and reality of fiction, we can only say, don't fail to hear the great actor when opportunity occurs, don't fail to read again the story of Irving, and don't fail to have the finest group of statuary in the world,—price twelve dollars each.

These, with the courtship of Ichabod and Katrina, give an artistic delineation of the comic-tragedy and the tragic-comedy of the Hudson. A stamp



enclosed to John Rogers, 23 Union Square, will procure a fine illustrated catalogue and price-list.

Irving's description of his first voyage up the Hudson brings us gracefully down from these mountains to the Hudson—the level highway to the sea. "Of all the scenery of the Hudson, the Kaatskill Mountains had the most witching effect on my boyish imagination. Never shall I forget the effect upon me of my first view of them, predominating over a wide extent of country—part wild, woody and rugged, part softened away into all the graces of cultivation. As we slowly floated along, I lay on the deck and watched them through a long summer's day; undergoing a thousand mutations under the magical effects of atmosphere; sometimes seeming to approach; at other times to recede; now almost melting into hazy distance, now burnished by the setting sun, until in the evening they printed themselves against the glowing sky in the deep purple of an Italian landscape."

FROM CATSKILL TO HUDSON.

Leaving the Catskill dock, the tourist will see the Prospect Park Hotel, on a commanding point on the west bank, and north of this Cole's Grove, where Thomas Cole, the artist, lived, who painted the well-known series, the Voyage of Life. On the east side is Rodger's Island, where it is said the last battle was fought between the Mahicans and Mohawks; and, it is narrated that "as the old king of the Mahicans was dying, after the conflict, he commanded his regalia to be taken off and his son put into the kingship while his eyes were yet clear to behold him. Over forty years had he worn it, from the time he received it in London from Queen Anne. He asked his son to kneel at his couch, and, putting his withered hand across his brow, placed the feathery crown upon his head, and gave him the silver-mounted tomahawk—symbols of power to rule and power to execute. Then, looking up to the heavens, he said, as if in despair for his race, 'The hills are our pillows, and the broad plains to the west our hunting-grounds; our brothers are called into the bright wigwam of the Everlasting, and our bones lie upon the fields of many battles; but the wisdom of the dead is given to the living.'"

On the east bank of the Hudson, directly east of this historic island, is the residence of Frederick E. Church, artist. It commands a wide view to the Berkshire Hills eastward, and westward to the Catskills.

The hill above Rodger's Island, on the east bank, is known as Mt. Merino.

FROM HUDSON TO ALBANY.

HUDSON, (115 miles from New York ; population 10,000), was founded in the year 1784, by thirty persons from Providence, R. I. The city is situated on a sloping promontory, bounded by the North and South Bays. Its main streets, Warren, Union and Allen, run east and west a little more than a mile in length, crossed by Front street, First, Second, Third, etc. Main street reaches from Promenade Park to Prospect Hill. The Park is on the bluff just above the steamboat landing ; we believe this city is the only one on the Hudson that has a Promenade ground over-looking the river. It commands a fine view of the Catskill Mountains, Mount Merino, and miles of the river scenery. The city has always enjoyed the reputation of hospitality. It is the western terminus of the Hudson and Chatham Division of the Boston and Albany Railroad, which passes through Claverack, with its flourishing "Hudson River Institute," and Philmont with its fine water power, to Chatham, where connections are made with the Harlem Extension for Lebanon Springs, and Boston and Albany Railroad for Pittsfield. Passengers can reach either place the same evening, or remain over night and take a fresh start in the morning. The "Worth House," about three blocks from the landing or depot, is the best hotel in the city. It has a fine location on Warren street, and has long been known as one of the very pleasantest and best conducted on the Hudson. Its name is associated with the brave General Worth of the Mexican War, whose fine monument stands in front of the Fifth Avenue Hotel, in New York. The Worth House is built on the site of the old building where the General was born.

COLUMBIA WHITE SULPHUR SPRINGS.—Only four miles from the city of Hudson, are the well-known Columbia White Sulphur Springs, with curative reputation second to none in the United States.

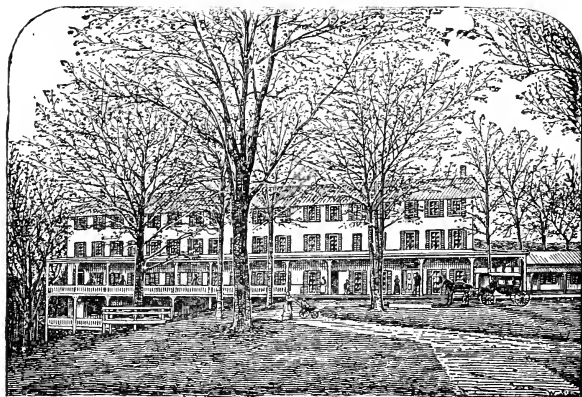
Although but little known prior to the year 1855, at which time the late Charles B. Nash, father of the present proprietor, purchased them and opened a house for the reception of visitors, the last twenty years have given them a national reputation, and persons now come from every part of the country, recognizing the fact "that the waters of Pharpa and Abnah" are not as good as the waters of Columbia. Their medicinal qualities are testified to by scores of physicians, and hundreds who have been benefitted and cured.

The hotel has a fine location, in the midst of a woodland many acres in extent, and we know of no finer place for those requiring repose and seeking relief from the excitement of business. It is peculiarly and emphatically a place of rest. The atmosphere is pure and bracing, and the county of Columbia is

proverbially healthful. There is, moreover, a quiet companionship about these old trees, for "To him who, in the love of nature, holds communion with *their* visible forms, they speak a various language," a sort of dialect that never wearies you ; a gentle whispering, punctuated with the song of birds.

Years ago, when we were students at Claverack, we used to wander over the hills to the Springs, and it seemed almost like returning home when we recently drove through the pleasant grounds. We cannot speak of it with too much enthusiasm, and we are fully satisfied that our warmest praise will be endorsed and applauded by every visitor and guest.

The drives are charming in every direction. The road from Hudson is in sight of the river almost the entire distance, and the drives through Claverack



COLUMBIA SPRINGS HOUSE,—M. P. NASH, PROPRIETOR.

and Kinderhook are unrivaled. The Lebanon Springs are of easy access by rail ; also the Catskill Mountains by boat or cars to Catskill. Persons *en route* for Saratoga and the North, by stopping off one train, would find a pleasant drive and a kindly reception at the hands of Mr. M. P. Nash. Some time ago we saw an article clipped from the New York *Evangelist*, and we say with them, "Hail Columbia !"

ATHENS is directly opposite Hudson. An old Mohegan village, known as Potick, was located west of Athens.

After leaving Hudson we pass Stockport on the east side, and Cocksackie on the west (name derived from Kaak-aki, which is said to have signified a place

of geese). There may be some phonetic relation between this word and the English word "quack." We pass Stuyvesant, on the east bank, a station on the Hudson River Railroad, where persons take stage to the pleasant village of Kinderhook, where Martin Van Buren had a residence. The name Kinderhook is said to have had its origin from a point on the Hudson prolific of children; and as the children were always out of doors to see the old Dutch sloops, it was known as *Kinder-hook*, or "children's point."

The villages of New Baltimore and Coeymans are on the west bank. Schodack Landing and Castleton on the east.

Between New Baltimore and Coeymans, on the west side, is a rocky island, named by the Dutch Beeren Island, where the first white child of the Hudson was born. This was the site of the old castle of Rensselaerstein, already referred to. The boundaries of the four counties of Columbia, Rensselaer, Albany and Greene meet on this Island.

SCHODACK.—The township of Schodack is one of the oldest and pleasantest in the county of Rensselaer, and was the head-centre or capital of the Mahican tribe. It had its origin in the word *Schoti*, signifying fire; and *ack*, place; or the place of the ever-burning council-fire of the Mahican tribe. Here King Aepgin, on the 8th of April, 1680, sold to Van Rensselaer "all that tract of country on the west side of the Hudson, extending from Beeren Island up to Smack's Island, and in breadth two days' journey."

THE MAHICAN TRIBE originally occupied all the east bank of the Hudson north of Roeliffe Jansen's Kill, near Germantown, to the head waters of the Hudson; and, on the west bank, from Cohoes to Catskill. The town of Schodack was central, and a signal displayed from the hills near Castleton could be seen for thirty miles in every direction. After the Mahicans left the Hudson, they went to Westenhook, or Housatonic, to the hills south of Stockbridge; and then, on invitation of the Oneidas, removed to Oneida County, in 1785, where they lived until 1821, when, with other Indians of New York, they purchased a tract of land near Fox river, Minnesota.

Above the village of Castleton will be seen, on a beautiful point embowered in trees, the delightful residence of Maurice A. Scott, and above the village the residence of Samuel Campbell. The Mourdener's kill flows into the Hudson north of Mr. Campbell's residence. A short distance up the stream is the postal card manufactory, and a narrow gauge railroad connects this factory with the Hudson River Railroad, for transporting the cards. The old stone house, on an island, east of the steamer's route, now known as Miller's Farm, was built by the Staats family, one of the earliest settlers on the river. Here

and there the islands open up pleasant views, but the islands are too low to be picturesque. Opposite the old stone house, the point on the west bank is known as Parda Hook, where it is said a horse was once drowned in a horse-race on the ice, and hence the name Parda, for the old Hollanders along the Hudson seem to have had a musical ear, and delighted in accumulating syllables. (The word pard is used in Spenser for spotted horse, and still survives in the word leopard.)

The Casleton Bar or "overslaugh," as it was known by the river pilots, impeded for years navigation in low water. A. Van Santvoord, Esq., President of the Hudson River Day Line, and other prominent citizens along the Hudson, brought the subject before the State Legislature, and work was commenced in 1863. In 1868 the United States Government very properly (as their jurisdiction extends over tide-water), assumed the work of completing the dykes, and they now stretch for miles along the banks and islands of the upper Hudson.

The Norman's Kill flows into the Hudson a few miles above, on the west side. It was called by the Indians the Tawasentha, or "place of many dead." The large building is the Convent of the Sacred Heart.

VAN RENSSELAER PLACE, on the east bank, is one of our relics of antiquity. The port holes on either side of the door facing the river show that it was built in troublesome times. This is the oldest of the Van Rensselaer Manor Houses, built in 1640 or thereabouts.

GREENBUSH is on the east side of the river, opposite Albany, and connected with it by two railroad bridges and a carriage bridge. The word is a translation of the old Dutch, and was probably a "green-bushed" place in early days. Now pleasant residences and villas look out upon the river from the near bank and the distant hillsides. The village is head-centre for the employees on the great railroad lines which intersect at this point. During the French War, in 1755, Greenbush was a military rendezvous, and in 1812 the United States Government established extensive barracks, whence troops were forwarded to Canada.

ALBANY (144 miles from New York, population 80,000).—Its site was called by the Indians, Shaunaugh ta-da, or the Pine Plains, a name which we still see in Schenectady. It was next known by the early Dutch settlers as "Beverwyck," "William Stadt," and "New Orange." The seat of the State Government was transferred from New York to Albany in 1798. In 1714, when 100 years old, it had a population of 3,000, one-sixth of whom were slaves. In 1786, it increased to about 10,000. In 1676, the city comprised within the limits of Pearl, Beaver and Steuben streets, was surrounded by

wooden walls, with six gates. They were 13 feet high, made of timber a foot square. It is said that a portion of these walls were remaining in 1812. The first railroad in the State, and the second in the United States, was opened from Albany to Schenectady in 1831. The pictures of these old coaches are very amusing, and the rate of speed was only a slight improvement on a well organized stage line. From an old book in the State Library we condense the following description, presenting quite a contrast to the city of to-day: "Albany lay stretched along the banks of the Hudson, on one very wide and long street, parallel to the Hudson. The space between the street and the river-bank was occupied by gardens. A small but steep hill rose above the centre of the town, on which stood a fort. The wide street leading to the fort (now State street) had a Market-Place, Guard-House, Town Hall, and an English and Dutch Church, in the centre."

Tourists and others will be amply repaid in visiting the new Capital building, at the head of State street. It is open from nine in the morning until six in the evening. When completed it will be larger than the Capitol at Washington, and will probably cost more than any structure on the American continent. The staircases, the grand corridors, the Hall of Representatives, and the Court of Appeals room (now used for the Senate Chamber) attest the wealth and greatness of the Empire State. The traveler up State street will note the beautiful and commanding spire of "St. Paul." The Cathedral is also a grand structure. The population of Albany is now about 80,000, and its growth is due to three causes: First, the capital was removed from New York to Albany in 1798. Then followed two great enterprises, ridiculed at the time by every one as the *Fulton Folly* and *Clinton's Ditch*—in other words, steam navigation, 1807, and the Erie Canal, 1825. Its name, as we said before, was given in honor of the Duke of Albany, although it is still claimed by some of the oldest inhabitants that, in the golden age of those far-off times, when the good old burghers used to ask for the welfare of their neighbors, the answer was always, "All bonnie," and hence the name of the hill-crowned city.

And now, while waiting to "throw out the plank," which puts a period to our Hudson River Division, we feel like congratulating ourselves that the various goblins which once infested the river have become civilized, that the winds and tides have been conquered, and that the nine-day voyage of Hendrich Hudson and the "Half Moon" has been reduced to the *nine-hour system* of the "Albany" and the "Vibbard."

Those who have traveled over Europe will certainly appreciate the quiet luxury of an American steamer; and this first introduction to American scenery will always charm the tourist from other lands. No single day's journey is

ny land or on any stream can present such variety, interest, and beauty, as the trip of one hundred and forty-four miles from New York to Albany. The Hudson is indeed a goodly volume, with its broad covers of green *lying open* on either side; and it might in truth be called a *condensed* history, for there is no place in our country where poetry and romance are so strangely blended with the heroic and the historic,—no river where the waves of different civilizations have left so many waifs upon the banks. It is classic ground, from the “wilderness to the sea,” and will always be

THE POETS' CORNER OF OUR COUNTRY ;

the home of Irving, Willis, and Morris,—of Fulton, Morse, and Field,—of Cole, Audubon, and Church,—and scores besides, whose names are household words.

FROM WALLACE BRUCE'S POEM, "A WANDERER."

“The rivers of story and song,
The Danube, the Elbe, and the Rhine,
Entrance for a day ; but I long
For the dear old Hudson of mine.
The Hudson, where memories throng ;
Where love's fondest tendrils entwine,
Of beauty, the shrine.”

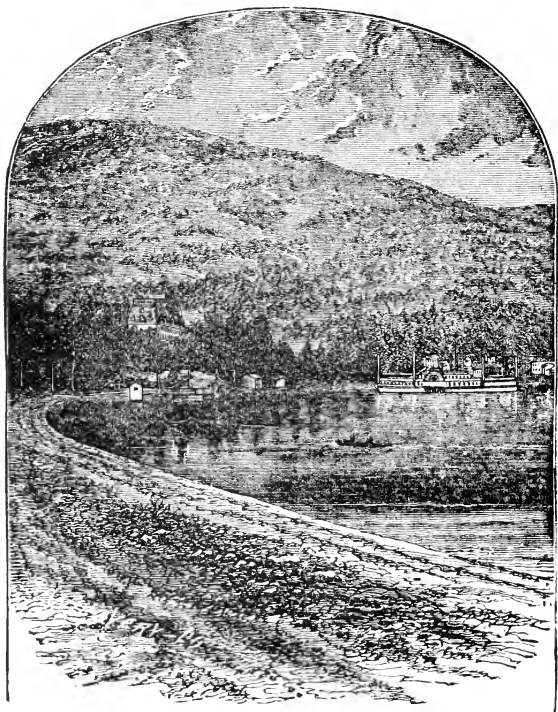
Taken from his new volume of Poems, entitled “From the Hudson to the Yosemite.”

PUBLISHED BY AMERICAN NEWS CO., New York.

Tastefully Illustrated. Price 50 cents.

Sold at the News Stands of the “Albany” and “Vibbard.”

DELAWARE & HUDSON CANAL COMPANY'S R. R. LAKE GEORGE.



PROSPECT MOUNTAIN AND LAKE GEORGE.

At Fort Ticonderoga, the Champlain steamers connect with the D. & H. C. Co's R. R. for the trip through Lake George. Open excursion cars, built expressly for this trip, are here taken up the mountain to Baldwin, (foot of the Lake), thence *via* steamer through the entire length of the Lake—thirty-six miles—to Caldwell, where the train is again taken, making connections at Troy and Albany for New York *via* night lines of Steamers and Hudson River R. R.

Excursion tickets are issued from Saratoga, for the round trip, at greatly reduced rates during the season of pleasure travel. For further information address

D. M. KENDRICK, General Passenger Agent,
ALBANY, N. Y.

DELAWARE AND HUDSON CANAL COMPANY.

RENSSELAER AND SARATOGA DEPARTMENT. — The Rensselaer & Saratoga Railroad might be said to stand square and solid on a tripod, Albany representing one foot, Troy another, and Schenectady the third. The travelers up the Hudson, *via* Day Boat, Night Boat, or the West Shore Railroad, will take their departure for Saratoga from Albany. Most of the through express trains on the Hudson River Railroad go *via* Troy. The passengers from Buffalo, Rochester, Syracuse, Utica, and the west, find their nearest route *via* Schenectady. To carry the figure still further, the three supports of the tripod all converge toward Saratoga, and there unite to support the main standard, with Montreal for a music rack. (If our book were only a winter guide, when Montreal makes herself happy in an ice palace, we would call the standard Jack's beanstalk, reaching upward to the delightful mansion of a good-natured giant.)

The route from Albany passes along the west bank of the Hudson, through West Troy, to—

COHOES, a prosperous manufacturing city, which has grown up around one of the finest water powers in the country. The name Cohoes is said to signify 'the island at the falls.' This was the division line between the Mahicans and the Mohawks. The view from the bridge, looking up and down the Mohawk, is beautiful, and when the water is in full force over the falls it resembles in its graceful curve and sweep a miniature Niagara. A short distance from Cohoes the train sometimes unites with the Hudson River line from the east side of the river, and, before proceeding further, we will take a look at the prosperous and enterprising city of—

TROY.—To mark the locality of Troy it is necessary to get your bearings. If you happen to be in Albany, you can say Troy is six miles north of Albany; but, if you chance to be in Troy, it would be safe to say that Albany is six miles south of Troy. It is located at the head of tide-water, and is emphatically a live city. If you ask its history, it points to its great iron interests, and, like the Roman matron, says, "These are my jewels." It is located upon a flat, at the foot of classically-named hills: Mount Ida and Mount Olympus. Two streams, the Poestenkill and the Wynant's Kill, approach the river through narrow ravines, and furnish excellent water power. In the year 1786 it was called Ferryhook. In 1787, Rensselaerwyck. In the fall of 1787 the settlers began to use the name of Vanderheyden, named after the family who owned a great part of the ground where the city now stands. January 9, 1789, the freeholders of the town met and gave it the name of Troy. The

DELAWARE AND HUDSON CANAL COMPANY'S R. R.

THE MOST ATTRACTIVE ROUTE

FROM THE

White Mountains to New York

VIA

BURLINGTON, LAKE CHAMPLAIN,

LAKE GEORGE AND SARATOGA.

No other route can offer the same attractions, for by special arrangement all rail tickets reading "*via D. & H. C. CO's R. R.,*" are accepted on **Lake Champlain Steamers**, and *vice versa*.

THE POPULAR LINE

TO THE

ADIRONDACK WILDERNESS, AUSABLE CHASM,

And the Noted Adirondack Resorts.

THE ONLY LINE TO LAKE GEORGE,

THE SWITZERLAND OF AMERICA.

Close Connections made at TROY and ALBANY, with *steamers* for NEW YORK, and with **N. Y. C. & H. R. R.**

See that your Tickets read "**via**" this Route.

C. F. YOUNG,

General Manager,

HONESDALE, Pa.

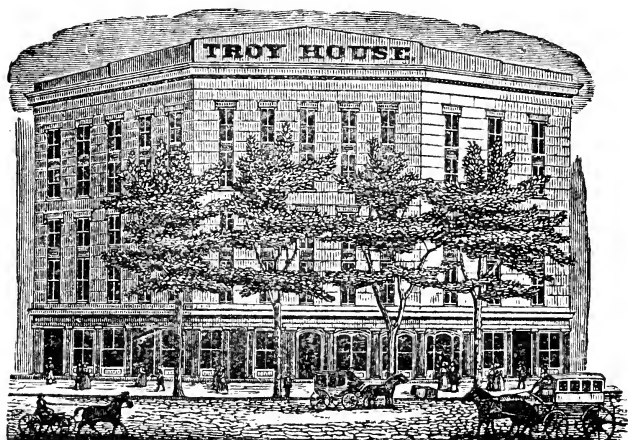
D. M. KENDRICK,

General Passenger Agent,

ALBANY, N. Y.

Hudson, the Erie and Champlain Canals, have contributed to its growth. The city population is 50,000, but the surrounding cities and towns, which have sprung up around it, viz., Cohoes, Lansingburg, Waterford, etc., make it central to at least 70,000 people. The Rensselaer Polytechnic Institute, the oldest engineering school in America, has a national reputation.

The best Hotel is the Troy House, corner First and River streets. It is centrally located, among the leading mercantile interests and public buildings of the city, within five minutes' walk from the Union Railroad Depot, and within two minutes' walk of the landing of the elegant steamboats "Saratoga" and "City of Troy."



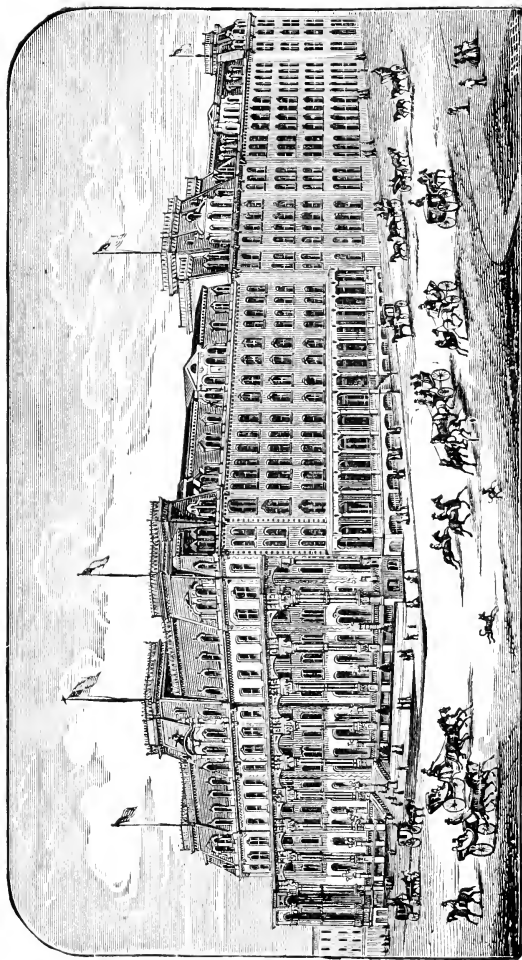
TROY HOUSE.

JANVRIN & GILLIS, PROPRIETORS.

Messrs. Janvrin & Gillis have had long experience, and the Troy House has never before been under such good management or in such thorough repair. Mr. Janvrin has been connected for many years with the "United States Hotel," of Saratoga, and the "Albemarle," of New York, and Mr. Gillis with the "United States," of Saratoga.

Going north from Troy, the tourist passes through Green Island, noted for its railroad and machine shops; through Mechanicville, which lies partly in the township of Stillwater, with its historic record of Bemis Heights: to—

ROUND LAKE, a pleasant resort, favorably located, eighteen miles north of



UNITED STATES HOTEL, SARATOGA SPRINGS, N. Y.

TOMPKINS GAGE & CO., PROPRIETORS.

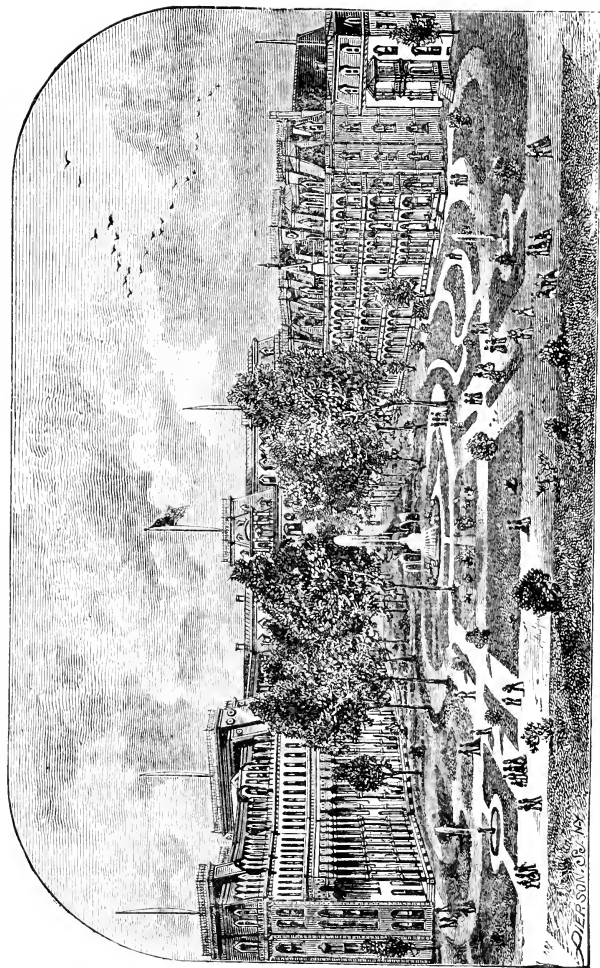
Troy and twelve miles south of Saratoga Springs. On the east, a beautiful sheet of water, three miles in circumference, called by the Indians Ta-nen-da-ho-wa, which, interpreted, signifies Round Lake. Near this, and connected with it by a narrow, winding channel, is another beautiful sheet of water, called Crystal Lake.

As Round Lake has had such rapid growth, we think some details will be of interest to the reader, and we call attention to these substantial evidences of growth. The elegant iron depot cost \$8,000, and is one of the best on the road. Although the grounds sometimes look like fairy land, they have evidences of entertaining human beings in the existence of a post-office, a grocery and provision store, a bakery, meat, fish, milk, and vegetable markets, also, telegraph and express offices. Private boarding and lodging may be obtained in cottages and tents at very reasonable rates. We have seen it stated that a cottage, including a lot, can be built at Round Lake, accommodating several persons, for \$500, and pleasant cottages can be rented for \$40.

The drives in the vicinity are most delightful to Saratoga Lake, to the Hudson River, to the historic battle-fields of Bemis Heights and Stillwater. The air at Round Lake is pure and invigorating, and the grounds are abundantly supplied with pure, cool water from living springs upon the high lands of the Association.

BALLSTON SPA, (thirty-one miles from Albany, population 4,000), the county seat of Saratoga, possesses many attractions as a quiet summer resort. Here are several well known mineral springs, with chemical properties similar to the springs of Saratoga. Over ninety years ago Benjamin Douglas, father of Hon. Stephen A. Douglas, built a log house, near the "Old Spring," for the accommodation of invalids and travelers. The pleasantest hotel in Ballston is the Sans Souci. It was opened in 1804, and, at that time, was the largest and best appointed hotel in the country. If Ballston had kept up in the great race and rage for improvement, our country might have had two Saratogas, provided twins of such magnitude were possible. There is a fine avenue between the two villages, which makes a popular driveway, running, as it does, near the Geyser and Spouting Spring.

SARATOGA SPRINGS, (thirty-eight miles north of Albany, one hundred and eighty-two miles from New York.) Population about 10,000. We presume no one will dispute us, when we say that this is the greatest watering place of the continent, or of the world. Its development has been wonderful, and puts, as it were, in large italics, the prosperity of America. Its fifty years' growth is as wonderful as the growth of New York, Chicago, or San Francisco. The wooden inns and hotels of 1830, which then seemed rather palatial



INTERIOR COURT VIEW OF UNITED STATES HOTEL—SARATOGA SPRINGS, N. Y.

to the rural people of Saratoga, would get lost even in the parlors of the mammoth hotels which now line the main street of Saratoga. Chief among these hotels, we mention the—

“UNITED STATES,” the views of which here given include the frontage upon two streets and the interior court. We see it, as we approach the station, with its long line of cottages on one side, and its long wing on the other, reaching almost to the railroad track, as if standing with open arms to welcome the tourist and traveler.

This magnificent structure was completed in June, 1874. It constitutes one continuous line of buildings, six stories high, over fifteen hundred feet in length, containing nine hundred and seventeen rooms for guests, and is the largest hotel in the world. The architectural appearance is exceedingly elegant and beautiful. It is Norman in style, and its Mansard roof is embellished with pediments, gables, dormer windows and crestings, and three large pavilions.

The building covers and encloses seven acres of ground in the form of an irregular pentagon, having a frontage of two hundred and thirty-two feet on Broadway, six hundred and fifty-six feet on Division street, with “Cottage Wing” on the south side of the plaza, extending west from the main front for five hundred and sixty-six feet. This wing is one of the most desirable features of this admirably arranged house, as it affords families, and other parties, the same quiet and seclusion which a private cottage would afford, together with the attention and convenience of a first-class hotel. The rooms of this wing are arranged in suites of one to seven bedrooms, with parlor and bath-room in each suite. Private table is afforded, if desired, and the seclusion and freedom of a private villa may be enjoyed here, to be varied, at will, by the gay life of the hotel and watering place.

The main front and entrance is on Broadway, in which is the elegant drawing-room, superbly furnished with Axminster carpets, carved walnut and marble furniture, frescoed ceilings, elegant lace curtains and costly chandeliers and mirrors. The room is rich and tasteful in its entire arrangements. Across the hall is the ladies’ parlor, furnished with exquisite taste; and beyond, at the corner of the Broadway and Division street fronts, are the gentlemen’s reading-rooms and the business offices of the hotel. To the west of the office, in the Division street wing, is the dining-hall, fifty-two by one hundred and twelve feet, with twenty and one-half feet ceiling. The grand ball-room, one hundred and twelve by fifty-three feet, with ceilings twenty-six feet high, is on the second floor of the Division street wing, and is handsomely decorated.



THE ADELPHI.



SARATOGA SPRINGS, N. Y.

Centrally located between the United States and Grand
Union Hotels.

Enlarged and Newly Furnished.

OPEN FROM MAY 1st TO NOVEMBER 1st.

WILLIAM H. McCAFFREY, Proprietor.

In brief, this palatial structure surpasses in grandeur and magnitude, any hotel in Saratoga. It was not built in pieces and pasted together in scraps, but reared at once in its entirety—springing up like Aladdin's Palace, symmetrical and beautiful. In brief, this hotel is appropriately named, for it is a fit type of the growth of our country, and speaks well for a centennial of prosperity.

The Hon. JAMES M. MARVIN, who is well-known to all old frequenters of Saratoga, has the general control of the whole interest, while Messrs. TOMPKINS, PERRY, GAGE and JANVRIN, the proprietors and managers, have the entire supervision of the house. Their experience in our metropolitan hotels specially fits them for this important department, and guests can rely upon having everything provided that will conduce to their comfort and happiness.

THE ADELPHI, built in 1877; capable of accommodating 175 guests; is a model of arrangement and good management. It is centrally located between the Grand Union and the United States. It is in the truest sense a favorite home for the tourist or man of business. Its bright and cheerful piazzas, three stories high, present, as it were, a "box orchestra," from which the visitor looks down upon the street with its gay equipages, the broad sidewalk, and the extended view down Phila street, which fronts the Adelphi. The hotel has been newly enlarged and furnished. The proprietor, Mr. WILLIAM H. MCCAFFREY, has had long experience, and the visitor who stops at the pleasant Adelphi will do so again and again, so long as he visits Saratoga.


THE AMERICAN.—We are glad to see the cheerful face of this Hotel lighted up with smiles and prosperity. It has one of the finest locations in Saratoga, and enters upon its fourth successful season, under the management of Messrs. Farnham & Bush. We regret that we have not a cut of "The American" for the present issue, but we wish to italicise our words when we say, that *we most heartily commend this cheerful and cozy Hotel*. It can accommodate 250 guests. The rooms are entirely refurnished, and guests will be sure of comfort, good attention, a fine table, and every convenience of a first-class house. One thing is sure, there is no better table in Saratoga, and every one who goes to the American returns again and again. Mr. Farnham was for several years manager of the largest and best hotel at Bermuda, and, in his earlier career, was associated with the Messrs. Barrons, proprietors of the Twin Mountain and Crawford House, in the White Mountains.

STRONG'S REMEDIAL INSTITUTE is the largest and best Institute in Saratoga, and one of the most complete and elegant in its appointments in this country. In character it is unique, being a happy combination of summer resort and "remedial institute." Its guests are genial, cultured people, and a large

— 1884 —

THE AMERICAN.

FOURTH SEASON OF THE PRESENT MANAGEMENT.

 HIS Favorite and well established Hotel will be open for the season of 1884 from June to October.

It is most centrally located, being in the block between the United States and Grand Union Hotels, and is within three minutes' walk of the Congress Park and the Hathorn, Congress and several other of the most famous and popular Springs.

The Piazza is the most prominent of any in Saratoga, and commands a view for several blocks north and south on Broadway.

The house has been generally renovated the past winter, and many improvements made.

Steam heat insures comfort to its guests on damp and chilly mornings and evenings.

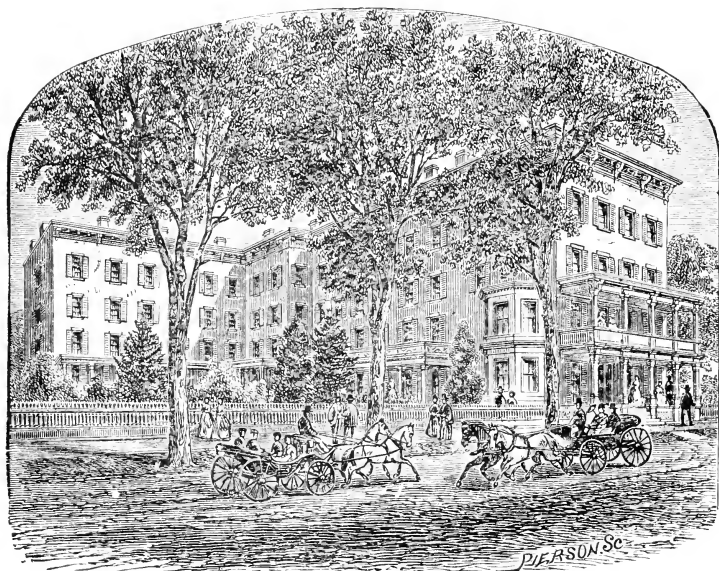
The table will maintain its usual high standard, and it will be the aim of the proprietors to have it second to none in Saratoga. One notable feature in the dining room will be the adoption of white men waiters.

For terms and rooms apply to

FARNHAM & BUSH,
PROPRIETORS.

number of them, particularly in the season, do not seek treatment, but come only for rest and recreation. A casual observer would never suspect its medical character. The management is such that the hotel and remedial interests in no way conflict. Abundant facilities for amusement are afforded: frequent parlor entertainments of varied character, organ, pianos, fine croquet ground, gymnasium, etc.

The Institute is charmingly located, on Circular street, the finest avenue in Saratoga, within three to five minutes' easy walk of the large hotels, principal



DRS. STRONG'S INSTITUTE, SARATOGA

(For further information see page near close of book.)

springs, Congress Spring Park, and other sources of attraction: retired enough for those enjoying quiet, yet within very easy access of the centres of gayety and excitement. It has the table appointments and elegance of a first-class hotel. The bath department compares favorably with the best metropolitan establishments, and offers the only opportunity in Saratoga for obtaining Turkish, Russian, Roman, and Electro-thermal baths.

The patrons of the Institute are largely professional men. From a long list of prominent persons we select the following: Rev. Theo. L. Cuyler, D.D. (Brooklyn); Rev. Chas. F. Deems, D.D. (N. Y.); Pres. Roswell D. Hitchcock (Union Theological Seminary); Ex-Govs. H. H. Wells (Washington), J. B. Page (Vermont); Rev. C. C. ("Chaplain") McCabe, D.D. (N. Y.); Rev. D. K. Pierce, D.D. (*Zion's Herald*); Hon. F. C. Sessions (Columbus, O.); Bishops Simpson, Foster, Peck, Robertson; Hon. J. A. Scranton (Scranton, Pa.); Pres. H. A. Buttz (Drew Theological Seminary); Hon. A. B. Hepburn (Supt. Insurance, N. Y.); Miss Frances E. Willard; T. Sterry Hunt, LL.D. (Montreal); Medical Profs. Armon (Brooklyn), Ross (Chicago), Knapp (N. Y.); Rev. John Potts, D.D. (Montreal); Jas. McCreery (N. Y.); Rev. Alfred Nevin, D.D., LL.D. (Philadelphia).

The proprietors are "regular" physicians, graduates of the Medical Department of the University of the City of New York, and the Institute is endorsed and well patronized by the medical profession. It is not simply a water-cure, as many suppose; on the contrary, it is most completely fitted up with modern scientific remedial appliances, and, while hydrotherapy occupies a prominent place, the doctors utilize whatever experience has proven valuable, their object being to cure or relieve patients, and not to demonstrate any particular dogma.

For a complete list of appliances, and full information concerning the Institute, we must refer the reader to Drs. Strong's circular, which may be obtained upon application.

To those seeking either health or a cheerful home, with the comforts of a hotel, we most heartily commend Drs. Strong's Institute.

The walks in and about Saratoga are very pleasant. The streets are wide and well shaded, and afford, during the summer season, a fine opportunity for studying human nature and character of every type. The Indian encampment, with its archery, hobby-horses, whirligigs, etc., affords an untiring source of amusement to the children. The park, the elegant *café*, the hotel verandas, with their excellent music, the beautiful hotel parks, the springs—all furnish a bill of pleasure-fare, to be taken and digested at one's leisure.

SARATOGA LAKE, seven or eight miles long by two miles wide, is a beautiful sheet of water, about four miles from Saratoga. This affords a pleasant drive; and Moon's Lake House is widely known for bass and pickerel, fresh from the lake.

THE MOUNT MCGREGOR RAILROAD is one of the pleasantest "day trips" to be made from Saratoga. Trains leave Saratoga three or four times during the day, and the view from the road and the mountain is very fine. An art

gallery has been established on this mountain, and a collection of pictures by American artists is on exhibition.

THE SPRINGS.—The most prominent springs in and about Saratoga, are the Congress, the Geyser, the Hathorn, the Vichy, High Rock, and Excelsior. The Geyser is a fine curiosity. The High Rock is one of the few springs in the world that built its own curb stone. But the best-known, and justly so, of all these famed remedial waters, is the Congress, which was discovered in 1792. It is a cathartic and alterative water, highly carbonated, of agreeable taste. Its medicinal effects have been tested for almost one hundred years. Other springs have since been discovered, but this one has preserved its youth, and is to-day the favorite child of the "bubbling family." It is at once the gentlest and most effective of the Saratoga waters. Experience has taught many to use with care harsh and rasping waters. The so-called strong waters have been well advertised, but experience is the best test. We wish, also, to emphasize the fact that Congress Water is never sold on draught. Last winter we were in the pleasant city of Savannah, Ga., and it took us a long time to convince one of the leading druggists of that city that his Congress Water *on* draught was not from Saratoga, but a fraudulent compound. It is sold only in bottles, and safely shipped to all parts of the country. "Nature," a prominent French physician says, "is better than the laboratory."

CONGRESS SPRING PARK is a delightful pleasure-ground. In fact, we know of no park of equal size in our country which equals it for landscape-gardening effect or in elegance of architectural and artistic ornaments. We never saw it look better than this present season. It makes a secure and delightful retreat. It is said that almost \$200,000 have been spent since 1874 in beautifying and improving the grounds. The changes effected consist, in part, of raising the grade of the low grounds from two to seven feet; an entire new system of drainage, of which the elegant new reservoir and miniature lake form a part; new and improved walks; the introduction of electric lights throughout the grounds, rendering them available as a place of evening resort; new buildings at the springs, with a grand entrance and arbor-like colonnades, and with improved methods of serving the waters, greatly enhancing the comfort of visitors; a *café* where refreshments are served at popular prices; a rustic deer-shelter and deer-park; a music pavilion of unique and elegant design; abundance of seats, shade, and objects of interest—altogether making the park a most attractive place, affording every comfort and convenience for visitors and excursionists, with perfect order and security under efficient police supervision. The vocal and instrumental music will be, as usual, of the finest. Downing's military band will be one of the attractions.

The fireworks will be conducted by Detwiller, who had the management of the display of the Brooklyn Bridge.

But, in the midst of this throbbing, gay and delightful Saratoga, we must not forget that it was here the fathers of the Republic achieved one of their most decisive victories. The battle was fought in the town of Stillwater, at Bemis Heights, two and a half miles from the Hudson. The defeat of St. Leger and the triumph of Stark at Bennington filled the American army with hope. Burgoyne's army advanced September 19th, 1777. The battle was sharply contested. At night the Americans retired into their camp, and the British held the field. From September 20th to October 7th the armies looked each other in the face, each side satisfied from the first day's struggle that their opponents were worthy foemen. The Americans had retaken Ticonderoga and Lake George. Burgoyne had no place to retreat and the lines were slowly but surely closing in around him. October 7th Burgoyne commenced the battle, but in half an hour his line was broken. He attempted to rally his troops in person, but they could not stand before the impetuous charge of the Americans. He was compelled to order a full retreat, and fell back on the heights above Schuylerville. The Americans surrounded him, and he surrendered. It was a decisive victory, and cheered the friends of freedom, not only in America, but in the English House of Commons.

In Nathaniel Bartlett Sylvester's book entitled "Historical Sketches of Northern New York and the Adirondack Wilderness," the tourist will find a large and well digested mass of information relative to Saratoga and the Adirondack Wilderness. Mr. Sylvester has another book now on the press relating to the "Legends of Saratoga." The writer, having seen some of the advance sheets, heartily commends it to the visitor. From the 23d Chapter of the first mentioned book, we learn that the earliest date in which the word Saratoga appears in history is 1684, and was then the name of an old hunting ground on both sides of the Hudson. Its interpretations have been various. Some say "The Hillside Country of the Great River;" others, the place of swift waters, while Morgan, in his "League of the Iroquois," says the signification of Saratoga is lost. But it has occurred to the writer that the old root of the word is "brackish," or "bitter;" which appears in the English, "sour;" in the Swedish, "sür," and in German, "sauer;" being kindred with *Sara*, or salt or brackish water. The word "daga" signifies water and is seen in Sacandaga, Onondaga, &c., and Saradoga would naturally become Saratoga. It is also a singular coincidence that the Sahara desert should have in it so much of the old Indian word. Our word sorrel is also kindred, and perhaps some etymologist might go further and make it *Sorrowdaga*, as a result of indiscreet drinking from various springs.

CONGRESS SPRING

THE STANDARD MINERAL WATER

CATHARTIC, ALTERATIVE.

A specific for disorders of the Stomach, Liver and Kidneys,
Eczema, Malaria, and all impurities of the Blood.

SO enviable a name has this famous Mineral Water, that the managers of inferior mineral springs, desirous of imitating the natural purity of the bottled water of Congress Spring, inject a powerful acid in their bottled water to preserve the crude ingredients in solution—being so heavily laden with

LIME AND IRON DEPOSIT.

With such contrivances, bogus testimonials and doctored analysis cards, they seek to rival the pure medicinal waters of Congress Spring.

THE regular season visitors to Saratoga fully understand these crude, harsh waters, many of them after painful experiences. *In proof of this fact we can produce a great many responsible names.* But the Saratoga visitors without experience, and many who use the bottled waters, (often labeled as curatives for disorders which they positively aggravate), should remember that crude mineral waters produce headache, a sense of burning and internal irritation, and do irreparable injury to the digestive organs and kidneys.

CONGRESS WATER, PURE, NATURAL AND RELIABLE.

NONE GENUINE SOLD ON DRAUGHT.

For Sale by Druggists, Grocers, Wine Merchants and Hotels.

Adirondack Company's Railroad

FROM SARATOGA SPRINGS

—TO—

LUZERNE, HADLEY, THURMAN, THE GLEN, RIVERSIDE, NORTH
CREEK, and BLUE MOUNTAIN LAKE,

FORMING THE

MOST DIRECT RAILROAD ROUTE

TO THE

VALLEY OF THE UPPER HUDSON
AND THE WILDERNESS.

LINE OF THREE NEW STEAMBOATS ON BLUE MOUNTAIN, EAGLE
and UTOWANA LAKES. Also on RAQUETTE LAKE.

A Route of Picturesque and Delightful Scenery.



At Riverside Station, stages connect, running to SCHROON LAKE,
CHESTER, POTTERSVILLE, and the NORTH WOODS.

The Adirondack Stage Company, carrying United States Mails between North
Creek and Blue Mountain Lake, run first-class four and six-horse Concord
Coaches.

Express trains leave Saratoga Springs in the morning and afternoon, making
close connections with Night Boats from New York, and also the night train and
and morning trains from New York.

C. E. DURKEE,

SUPERINTENDENT.

FROM SARATOGA TO THE ADIRONDACKS.

ADIRONDACK RAILROAD TO NORTH CREEK—STAGES TO BLUE MOUNTAIN LAKE.

“THE ROUND TRIP.”

The Adirondack Railroad furnishes the pleasantest excursion to be made from Saratoga. The traveler passes through the romantic and picturesque valley of the Upper Hudson—through King’s, South Corinth, Jessup’s Landing to Hadley, the railroad station for Luzerne, a charming village at the junction of the Hudson and the Sacandaga. “Rockwell’s Hotel” is known to all the sojourners of Saratoga as the place to secure a game dinner, a dish of trout, and a “taste” of the wilderness.

Pursuing railroad trip, we pass through Stony Creek to Thurman, thirty-six miles from Saratoga Springs, at the junction of the Schroon River and the Hudson. The next stations are the Glen, forty-four miles, and Riverside, fifty miles from Saratoga. At Riverside persons leave the cars for Chester, Pottersville, Schroon Lake and Johnsburg.

SCHROON LAKE.—A stage ride of seven miles from Riverside brings the tourist to Schroon Lake. Thence we proceed by steamboat to Wells House Landing or Schroon Lake. The Wells House is a fine hotel; Thomas Wells, proprietor. Returning from our *detour*, we continue our trip up the Adirondack Railroad to North Creek.

At this point we find “Concord coaches” in waiting for Blue Mountain Lake—distance about thirty miles, through a beautiful romantic country. The road has been thoroughly repaired, and the traveler will reach Blue Mountain Lake in time for supper. We had the good fortune to make this trip last August, and we hope to do so at least once a year for the next decade. Blue Mountain Lake is the threshold of the Adirondacks, and furnishes the easiest way to get into the Lake District.

The stage line has two or three relays of horses, makes frequent changes, and the “drivers” swing one along like the California drivers of the Yosemite. The Hotels at Blue Mountain Lake have been doubled. Holland’s Blue Mountain Lake House, Mr. John Holland, proprietor, has a beautiful site. Three or four new cottages have recently been built, and we also understand that Mr. Holland has charge of the Forked Lake House, at Forked Lake Carry.

The Prospect House accommodates 350 people, and the traveler will find first-class entertainment. There is a telegraph line between Blue Mountain Lake and Saratoga Springs, and a new steamer on the Lake. These improvements make everything complete for the pleasantest excursion in the United States.

The steamer route is as follows: In the morning about 9, if we remember correctly, we left the rustic Boat House in front of the hotel, sailed through Blue Mountain Lake and Utowana Lake to the outlet, a distance of seven miles. The "carry" at this point is two-thirds of a mile long, when we took a fairy-like steamer on Marion river. The river trip is four miles long to Forked Lake, and we remember that it abounded with "water lilies," which were gathered by the heroic voyagers for the fair ones in their charge.

Raquette Lake is one of the most charming of the "braided lakes." It has ninety miles of coast, and we understand that the name signifies "star-like." The name Utowana signifies "Lake of Plenty."

Arriving at "Forked Lake Carry," one-half mile brings us to Leavitt's, or Forked Lake. This is really the first "hotel in the woods," and here the traveler gets his first real mountain bill of fare. In brief, we would like to have stayed there a month. From this point we took guide and rowboat to Kellogg's, on Long Lake, a distance of about thirteen miles. This is a fine hotel, beautifully located and well kept. We understand that another hotel has been built at Long Lake Village. It is one of the points "in the woods" which is destined to grow. There is a short cut from this point over to the Tupper Lakes, which we can commend in every particular, and the tourist can either return to Long Lake and continue his route to the Saranacs, or go to the Saranacs direct from Lake Tupper. From the Saranacs there is a stage to Lake Placid. The best hotel at Lake Placid is on the hill, and commands a magnificent view of mountain and lake scenery. The name of the hotel has escaped us, but we have not forgotten the dinner, and we can simply say: *Take the large hotel on the hill.*

From this point we went to Keene Flats, and stopped with "Beede." Some six or eight years ago we visited Beede, on our way from Plattsburgh to Mount Marcy, and we were delighted to see that he had outgrown the quiet farm house, and now finds himself proprietor of the best conducted hotel of the Adirondacks, accommodating 100 people. It is a charming and healthful spot, and only five miles from the "Lower Ausable Pond." These ponds, the "Lower" and "Upper," are unrivalled in beauty and grandeur. They lie at the foot of Mount Marcy, Haystack, the Gothics, and Mount Bartlett.

S. R. Stoddard's "Guide to the Adirondacks" is a breezy, healthy book, and tells the traveler what he ought to know. Mr. Walton Van Loan has also published recently a complete "Bird's-eye View of the Adirondacks," which will be of great help to the tourist. He has accurately located every lake, and it seems there are 500 in this great natural "Park of New York." The map is so complete and satisfactory that whoever sees it will agree that it is without a rival.

From this point we took Beede's stage for Elizabethtown and Westport, and so, *via* the Delaware & Hudson Canal Company, to Saratoga, made the round trip in about two weeks.

We would suggest that the tourist from Beede's go over Mount Marcy to the Deserted Village, and then up through Indian Pass to Lake Placid, which would make a fine trip for four or five days. We have also made the trip *via* Schroon Lake to the Deserted Village, and so over Mount Marcy to the Ausable Ponds and Beede's.

In our article "From Saratoga North *via* Rensselaer and Saratoga Railroad," we refer to a trip which we made one summer from Plattsburgh.

FROM SARATOGA TO LAKE GEORGE.

The traveler will find trains and excursions to suit his convenience from Saratoga to the clear-mirrored lake. His route takes him through Gansevoort and Fort Edward, a flourishing village, to Glens Falls, one of the brightest, cleanest, and most enterprising villages in our State. Between Fort Edward and Glens Falls, about one mile from the Fort Edward station, stood, until recently, the tree where Jane McRea was murdered by the Indians during the Revolution. England had secured some of the Indian tribes as allies. Mr. Jones, an officer of the British army, had gained the affections of Miss McRea, a young lady of amiable character, daughter of a man attached to the royal cause. They were to be married. Mr. Jones was called to Canada and sent for his intended. Two Indians were to execute the trust. He promised the one who would bring her safely a keg of rum. They quarreled over their charge, and settled the trouble in the true Indian way when quarreling over their prisoner, by killing her. This outrage cast a just odium upon a warfare which could ally itself with barbarians.

From Glens Falls the tourist proceeds,

Not as of yore
In coach and four,

but over the well conducted Lake George Division, of the Rensselaer and Saratoga Railroad. To quote from "The Northern Tourist," a book which reveals the enthusiasm of Mr. J. Bonsall for out-door-life, we find that we are now in the midst of a historic, as well as a romantic region: "At Half Way Brook is the site of Fort Amherst, built by Col. Payson in 1759, known also as the Seven-Mile Post. Below Brown's Half Way House was a stockade fort, built by Major West, with two moats and a bastion. A mile beyond was an intrenchment, built by Col. Foster in the same campaign. These were in

tended to protect the passage of supplies from the incursions of the Indians and French.

"July 30th, 1758, a train of fifty-four wagons, loaded with commissary stores, and guarded by a lieutenant and forty men, was leisurely proceeding to Lake George, accompanied by settlers, traders, women and children. They were attacked by LaCorne, commanding a body of four hundred French and Indians, who pillaged and burnt the wagons, secured a hundred and ten scalps, and took eighty-four prisoners.

"Just beyond the old toll-gate is the monument erected to the memory of Col. Ephraim Williams, by the graduates of Williams College, of which institution he was the founder. Col. Williams was killed at the battle of Lake George, which occurred in 1755. Farther on is Bloody Pond, so named because the waters of Rocky Brook, its outlet, were, at the above named time, crimsoned with the blood of the wounded and dead upon its banks."

Lake George, called by the French "Lac St. Sacrament," was discovered by Father Jacques, who passed through it in 1646, on his way to the Iroquois Nation, by whom he was afterward tortured and burned. It is thirty-six miles long by three miles broad. Its elevation is two hundred and forty-three feet above the sea. The waters are of remarkable transparency; romantic islands dot its surface, and elegant villas are erected upon its shores.

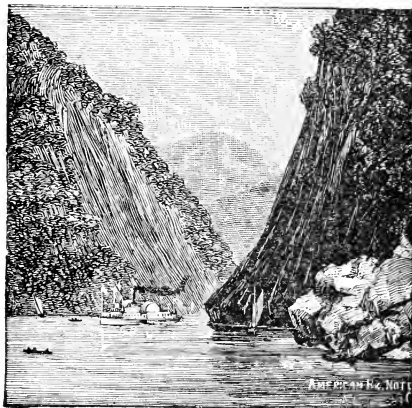
But not the unrivalled scenery, nor the pellucid water, nor the ceaseless play of light and shade upon the rock-bound islands and mountains, can for a moment equal the intense, absorbing interest excited by the historic legends of this memorable locality. They are interwoven with the early history of our country, and reach back to the time when truth vanishes into tradition.

Fort William Henry and Fort Carillon, or Ticonderoga, situated at either end of the lake, were the salients respectively of the two most powerful nations upon the globe. France and England sent great armies, which crossed each other's track upon the ocean, the one entering the River St. Lawrence, the other finding the harbor of New York. Their respective colonies sent their thousands to swell the number of trained troops, while tribes of red men from the far south and the far north were marshalled by civilized genius to meet in hostile array upon these waters, around the walls of the forts, and at the base of the hills.

In 1755, General William Johnson reached Lake St. Sacrament, to which he gave the name of Lake George, "not only in honor of his Majesty, but to assert his undoubted dominion here."

The French, under Baron Dieskau, passed up South Bay, the southern limit

of Lake Champlain, and across the rocky spur of French Mountain, to the rear of the English army. Having ambuscaded Colonel Williams and King Hendricks, who, with one thousand troops and two hundred Indians, had been sent out to meet them, they made an attack upon the English entrenchments near the lake shore ; but, after a sanguinary battle, they were defeated, Diesken being taken prisoner. The French, retreating, made a halt for rest and refreshment at Rocky Brook, where they were surprised by Captain McGinnis, of Fort Edward, who, with three hundred men, was hastening to the relief of Johnson. The French were completely routed, and fell back to their boats ; and this encounter, as before stated, gave to the head of the stream the name of Bloody Pond.



ROGERS' SLIDE, LAKE GEORGE.

In March, 1789, an expedition of fifteen hundred men moved out to the capture of the Governor-General of Canada. They traveled sixty leagues with snow-shoes on their feet, their provisions on sledges drawn by dogs, sleeping in the snow upon a bear-skin, and breaking off the rude evening winds with a rail. On St. Patrick's night a man in front tried the strength of the ice with an axe, and the ice-spurs rang as the party advanced over the crystal highway, with scaling-ladders, to surprise the English fort. But the garrison were on the watch ; and the enemy could only burn what there was outside of the ramparts, consisting of three hundred bateaux, four sloops, a sawmill, the hospital, and two magazines, stocked with provisions.

On the 25th of July Lieut. Corbierre, near Sabbath Day Point, ambushed Col. John Parker, who, with three hundred English in twenty-two barges, had left Fort William Henry the night before. Of these only twelve escaped.

August 1st, Montcalm, with an army of seven thousand men, embarked in four hundred boats, which covered the water from shore to shore, and swept majestically up the lake to the attack and capture of Fort William Henry. De Levi marched by land with the Canadians and a part of the Indians.

The two armies united at Ganouski Bay, now Bolton, for breakfast, and then proceeded to Great Sandy Bay, about two miles from the fort, where they formed in order of battle.

Col. Monroe was in command of the fort, with twenty-two hundred men. Gen. Webb was encamped with a formidable army at Fort Edward, but made no effort to support or relieve the troops at Lake George. The siege was pressed by Montcalm with great vigor, and on the sixth day Monroe capitulated. By its terms the garrison were permitted to march out of the works with their arms, and were to have had an escort. But they moved before the escort was ready, and had scarcely passed from the protection of their works when the Indians assaulted them, first with insults and menaces, but soon with the tomahawk and scalping-knife. Before this sanguinary drama was ended, some thirty-six men, women and children were killed by the ruthless savages. Their remains were exhumed a few years ago, while digging an excavation near the house of Dr. Cromwell.

"In 1757, Gen. Abercrombie and Lord Howe were encamped on the shore of the lake with thirteen thousand troops. On the 5th of July they embarked on twelve hundred boats, which for six and a half miles covered the surface, and passed down the lake in two parallel columns to the attack on Fort Ticonderoga.

"Nature reigned upon the tranquil waters, upon the silent shores, and the rock-bound islands. The army rested at Sabbath Day Point, and at midnight proceeded to its destination. The next day a bloody skirmish ensued, at which the French were repulsed; but Howe fell at the first fire, and with him expired the hope and spirit of the English army.

"The French lines were constructed about half a mile in front of Fort Carillon, along a position of peculiar strength, and were defended by Montcalm, with a force of about three thousand men. Two days after, the English made a violent attack on these breastworks, but were repulsed with a loss of two thousand men killed and wounded. Having failed of their purpose, they returned, shattered and broken, to Fort William Henry.

“In 1759, Lord Amherst arrived at the lake with eleven thousand men and fifty-four pieces of cannon. Having partly built the stone fortress known as Fort George, and the redoubt on the back hill called Fort Gage, he moved down the lake and landed at the spot which Lord Howe had occupied the year before. After some skirmishing, Bourlemaque, who had command of the French troops, withdrew down the lake, and the British forces took possession of the long-coveted battlements of Ticonderoga.

“The village of Caldwell is pleasantly situated at the head of the lake. It contains two churches, a court-house, and a number of pretty residences. Just behind the court-house is the bay where Montcalm landed his cannon, and where his entrenchments began. It ran across the street, near Brown’s Hotel, to the rising ground beyond the Episcopal church.”



“AFLOAT”.

This historic sketch is so accurately prepared, that we thought it best to present it in its entirety.

Those who have only a day can make a delightful excursion from Saratoga to Caldwell by rail, then through the Lake to Baldwin, and thence by rail to Saratoga, or *via* Baldwin and up the lake to Caldwell, and so to Saratoga. But, to get the full beauty of this unrivalled lake, the trip should be made with less haste, for there is no more delightful place in the world to spend a week, a month, or an entire summer. Lake George and its immediate surroundings present much to interest the student of history and legend; and to lovers of the beautiful it acknowledges no rivals. Its elevation and absolute purity of air make it a desirable place for the tourist. It is 346 feet above the level of the sea, 247 feet above Lake Champlain, and is now brought

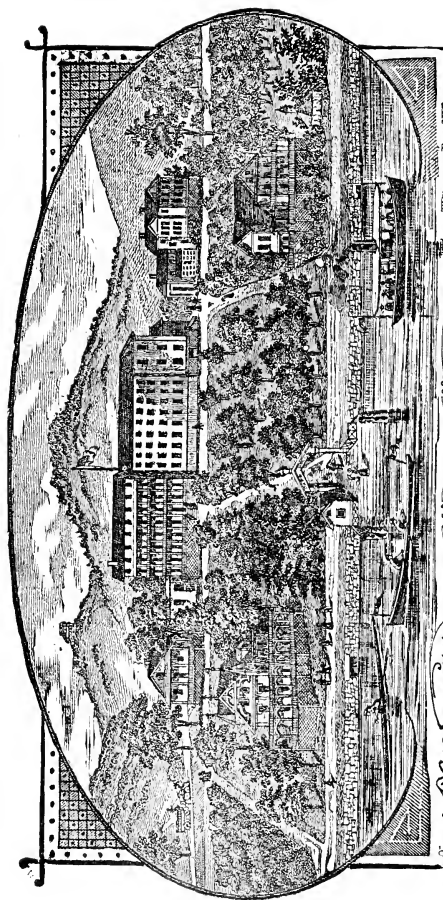


Illustration by H. M. T.

Lake House
 Caldwell Lake George, N. D.
 F. G. TUCKER
 PROPRIETOR.

within six hours of New York by the enterprise of the Delaware and Hudson Canal Company.

THE HOTELS.—The Lake House, a view of which is here given, has a delightful location, and, taken all in all, presents to our mind the greatest attractions to the traveler and visitor. During the last seven years we have



CAMPING SCENE, LAKE GEORGE.

spent many days at Caldwell, and tested the entertainment of all the hotels therein, and we give, without reserve, the verdict to the Lake House. In days like these, which try men's pockets, the traveler wishes to get the worth of his money, and this he will be sure to do at the hotel here indicated. There is no finer table in the United States. The trees and grounds of the hotel are very tasty, and the pleasant cottages are an attractive feature (three

new ones having been added.) The proprietor, Mr. F. G. Tucker, has made extensive improvements, having added cold and hot baths. The hotel is 300 feet long, with piazzas fronting the lake and street, with an open porch on one side shaded with maples, and lawn sloping to the lake. The hotel is within five minutes of the station. There will be carriages for the Lake House at all trains and boats. Good livery and boats. Also steamer "Julia." Telegraph and news-room in hotel.

CROSBYSIDE—LAKE GEORGE.

CROSBYSIDE HOTEL. F. G. CROSBY, PROPRIETOR.

About ten minutes' ride from the depot is Crosbyside, with its attractive grounds and magnificent location. We regret that we have not a picture to help us express our admiration of this charming place. The view from the veranda commands the lake for fifteen miles, with Tongue Mountain in full view, and Dome Island, Long Island, and Recluse Island in the distance. It is admitted by every one that no house on the lake has such a fine prospect. It seems to be located in just the right place, and every guest says just in the right hands. Mr. F. G. Crosby has gathered to himself, by his personal qualities, the best people who visit Lake George. As Mr. Stoddard has remarked in his Guide: "Crosbyside is to Lake George what the Clarendon is to Saratoga, having an unostentatious but select class of visitors." It has capacity for accommodating about 200 guests, and the same old faces are drawn back again year by year, not only by the delightful surroundings, but, as has been well said, by "the bountifully supplied table, made inviting by its crisp purity and dainty niceness." The natural park near at hand is also a pleasant feature, and the broad piazza and cheerful drawing-rooms are suggestive of comfort and repose. It is a quiet, beautiful spot, and almost every day some visitor to the lake says: "If we had only known of Crosbyside before!" It is one of the few hotels which exist without advertising, or rather it needs no other advertisement than the good words of friends who come annually to make themselves and Mr. Crosby alike happy. Board from \$12.50 to \$25 per week, depending upon size and situation of rooms and number of persons in a room. The cars running direct to the lake, make "Crosbyside" a near neighbor of Saratoga. For all points down the lake, we refer the traveler to Stoddard's hand-book, which gives just what the traveler needs to know. His hand-books to Lake George and the Adirondacks leave little to be desired in the way of information and suggestion. As to Bolton and other points down the lake, we refer the traveler to his description. The Champlain Transportation Com-

pany runs a regular line of steamboats the entire length of the lake, making three round trips daily, except Sunday. The Horicon is a fine side-wheel steamer, 203 feet long and 52 feet wide, and will accommodate, comfortably, 1,000 people.

At Fort Ti the tourist north can continue his route *via* the New York and Canada R. R. and Saratoga Division to Plattsburgh, Rouse's Point, or Montreal, or go up Lake Champlain by steamer. The ruins of Fort Ti, like old Fort Putnam at West Point, are picturesque, and will well repay a visit.

FROM FORT EDWARD TO MONTREAL.

The reader who does not visit Lake George, may feel that he is switched off on a side-track at Fort Edward, and, returning to his rescue, we return again, *via* the main line, through Dunham's Basin, Smith's Basin, Fort Ann, and Comstock's Landing, to—

WHITEHALL, a village of six or seven thousand inhabitants, with a romantic location at the head of Lake Champlain. This village is the centre of a large lumber trade, and has a location quite like an infant Chicago.

From Whitehall the traveler has two routes before him for Montreal, one *via* Port Kent, Plattsburgh, and Rouse's Point; the other *via* Rutland, Burlington and St. Albans. The route, *via* the New York and Canada Railroad, completed in the Summer of 1876, opens up a romantic and delightful country for Summer travel. It crosses all the thresholds for the Adirondacks, and shortens the journey to the mountain districts. It passes through five mountain ranges, the most southerly, the Black Mountain range, terminating in Mt. Defiance, with scattering spurs coming down to the very shore of the Lake.

The second range is known as the Kayaderosceras, the terminations of which lie along the shore north of Ticonderoga, culminating in Bulwagga Mountain.

The third range passes through the western part of Schroon, the northern part of Moriah and centre of Westport, ending in Split Rock Mountain. The fourth range, the Bouquet Range, ends in high bluffs on Willsboro Bay. Here the famous Red Rock Cut is located, and the longest tunnel on the line.

The fifth range, once known as the Adirondack Range, as it includes the most lofty of the Adirondack Mountains, viz: McIntyre, Colden and Tahawas, end in a rocky promontory known as Tremblau Point, at Port Kent. These facts, which we know will be of interest to the traveler, are found in the *Plattsburgh Republican*—the great Thesaurus of Tahawas matters. The his-



CATHEDRAL ROCK, AUSABLE CHASM.

torical sketch of this road, written by Mr. G. F. Bixby, its able editor, was highly complimented, and re-printed by the officers of the Road.

No wonder, with these mountain ranges to get through, that the subject was agitated year after year, and it was only when the Hudson and Delaware Canal Company put their strong shoulder to the wheel, that the work began to go forward. For these mountains meant tunnels, and rock cuts, and bridges, and *cash*. Leaving Whitehall, we pass through the tunnel near the old steamboat landing, across the marsh, which must have suggested the beginning of the Pilgrim's Progress, for it seemed almost bottomless, we are wheeled along the narrow end of the Lake, still marked by light-houses, where steamers once struggled and panted "like fish out of water," and fulfilled the Yankee's ambition of running on a heavy dew. Winding in and out along the shore, we proceed to—

TICONDEROGA, 23 miles from Whitehall. Here terminates the first range of the Adirondacks, to which we have already referred, viz. : Mount Defiance. Steamers connect with the train at this point on Lake Champlain, also a Railroad for Lake George. Near the station we get a view of old Fort Ticonderoga, where Ethan Allen breakfasted early one morning, and said grace in a brief and emphatic manner.

The Lake now widens into a fine sheet of water, and crossing the Lake George outlet, enters a deep rock-cut, which soon deepens into a tunnel some 300 feet long.

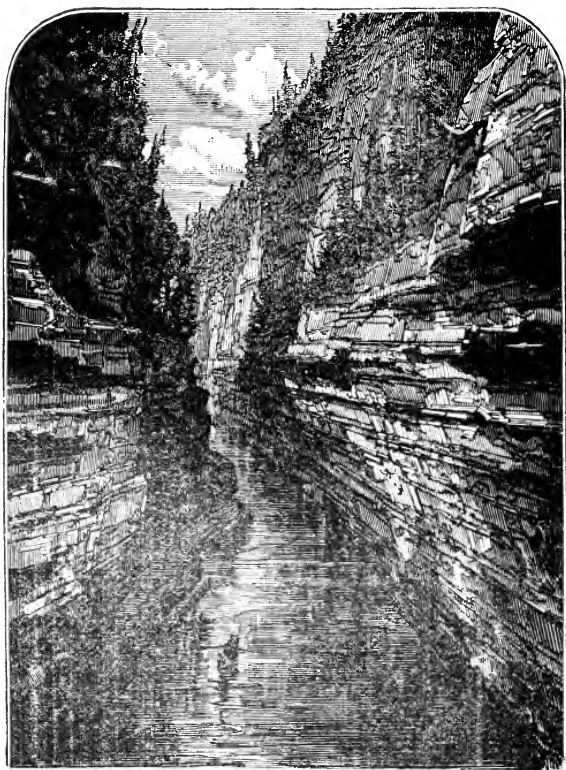
CROWN POINT is thirty-four miles north of Whitehall, with its blast furnaces and branch railroad to Hammondville mines, some thirteen miles in length, up the Valley of Put Creek. Passing along the shore of Bulwagga Bay, we come to—

PORT HENRY, forty miles from Whitehall, where there are more blast furnaces and another private railroad, seven miles long, to Mineville, we pass through another cut and another tunnel some 300 feet long. A few miles above this the railroad leaves the Lake at Mullen Brook, the first departure since we left Whitehall, and we are greeted with cultivated fields and a charming landscape.

WESTPORT, fifty-one miles from Whitehall, the railroad station for—

ELIZABETHTOWN, the county seat of Essex. It is about eight miles distant from the station, and we know of no pleasanter village nestled among the mountains. A county consisting mostly of mountain scenery could have no happier location for a head-centre.

A short distance north of Westport we enter the well cultivated Bouquet Valley, and after a pleasant run we come to Wellsboro Falls, where we



DOWN FROM HYDE'S CAVE.

enter seven miles of rock cutting. The road is about 90 feet above the lake, and the cuts in many places are from 90 to 100 feet high. After leaving Red Rock Cut, we pass through a tunnel 600 feet long. Crossing Higby's Gorge and around Tremblau Mountain, we come to—

PORT KENT, to which Keeseville, an enterprising village, connects itself by a well-managed stage line. There is a good deal of progressive life about this pleasant town of 4,000 inhabitants. The scenery is charming and romantic on every side.

But the crowning point of interest is the—

AUSABLE CHASM, three miles from the station or landing at Port Kent. The entrance to the chasm is on the grounds of—

THE LAKE VIEW HOUSE, an excellent Hotel, which has a fine outlook over the lake, and commands an extended view of the Adirondacks and an enchanting, far-away view of the Green Mountains of Vermont.

It is now three or four years since we visited the Ausable Chasm, but the pictures are still stamped upon our mind clear and definite—the ledge under Birmingham Falls, the Flume, the Devil's Pulpit, and the boat-ride on the swift current. Indeed, the entire rock-rift, almost two miles in length, has left an impression which subsequent views have not effaced. Since that time it has been my good fortune to visit Watkins Glen, Trenton Falls, and the Flume of the Opalescent, on the western side of Mount Marcy, but their wild beauty and grandeur are all blended in this wonderful chasm. We advise every northern tourist not to pass by this *feature* of the trip. Save a day or half a day somewhere else on the route and see the Chasm of the Ausable. The one thing which we remember more definitely than any other was the illusion that we were floating up stream, that the river, compressed in these narrow limits, had “got tired” of finding its way out, and thought the easiest way was to run up hill and get out at the top.

The views here given were furnished us by Mr. D. M. Kendrick, General Passenger Agent of the Delaware and Hudson Canal Company, of Albany, N. Y., and we take this opportunity of thanking him for his courtesy. The conveniences for enjoying a visit to the Ausable Chasm were never so complete as this season. The new truss bridges and iron railings in the rock galleries render the trip absolutely safe. The Lake View House is now under the admirable and efficient management of J. H. Burdsall. The hotel has been greatly enlarged, and its dining-room will seat fully 300 persons. It is, in fact, a model hotel, and a pleasant point to visit *en route* to the Adirondacks.

PLATTSBURGH, the most flourishing town in northern New York, is 14 miles from Port Kent, and 90 miles from Whitehall. The Fouquet is the best hotel.

LAKE VIEW HOUSE, AUSABLE CHASM, N. Y.

This House is delightfully situated upon an eminence, and commands
a view of

LAKE CHAMPLAIN AND THE ADIRONDACKS.

APPOINTMENTS FIRST-CLASS.

HOT AND COLD WATER ON EACH FLOOR, LIGHTED BY GAS, BARBER SHOP, BILLIARD ROOM
AND BOWLING ALLEYS.

TELEGRAPH OFFICE AND LIVERY STABLE ATTACHED.

ROUTES TO THE CHASM.

FROM NEW YORK.—Hudson River boat or rail to Albany or Troy ; thence rail through Saratoga to Ticonderoga ; thence Lake Champlain boat to Port Kent, or all rail from Albany to same point. Lake George may be included in this route. At New York, Albany, Saratoga, etc., tickets are obtainable to Port Kent via Lake George.

AUSABLE CHASM,

With its wonderful natural attractions, within two minutes' walk of the Hotel.

Stages meet every Train and Steamboat at Port Kent ; three miles distant by plank road.

For further particulars address

J. H. BURDSALL,

MANAGER FOR AUSABLE CO.,

Ausable Chasm, N. Y.

It is conveniently located, close by the station, and travelers on through trains have ample time for meals. The northern part of Lake Champlain offers special attractions to camping parties. The shores and islands abound in excellent sites. Lake Champlain is also replete with interest to the historian. The ruins of Fort St Anne are still seen on the north end of Isle La Mott, built by the French in 1660. Valcour Strait, where one of the battles of '76 was fought; Valcour's Island, where lovers came from far and near, built air castles, wandered through these shady groves for a season or two, and then vanished from sight, bankrupt in everything but mutual affection; Cumberland Bay, with its victory, September, 1814, when the British were driven back to Canada; and many other points which can be visited by steamer or yacht.

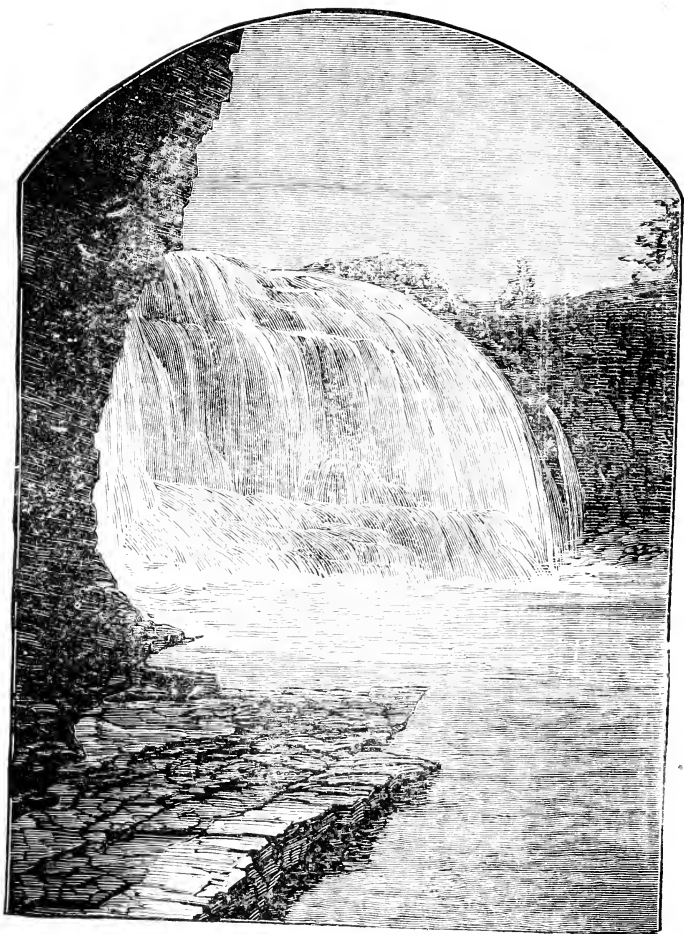
The route to the Adirondacks *via* Plattsburgh is easy and pleasant, and I transcribe at this place an article which the writer prepared for the June or July *Outing* of 1883, as it presents fully our idea of this mountain district:

THE ADIRONDACKS.—The White Mountains are frequently called the Switzerland of America; Lake George and Lake Memphremagog are often likened to Loch Katrine, or Loch Lomond; the Hudson is sometimes compared with the Rhine; but it is the glory of the Adirondacks that no traveler has been able to liken them to any other part of the earth's surface. The Yosemite, on the Pacific slope, and the Adirondacks, on the Atlantic, stand alone in their peculiar types of sublimity and beauty.

The subject of our sketch naturally divides itself into two sections,—the eastern, or mountain district, and the western or lake district; the division line being well indicated by the north branch of the Hudson and the west branch of the Ausable. The lake district empties its waters into the St. Lawrence; the mountain district into Lake Champlain and the Hudson.

In this article I propose to speak of the mountain district. It must not, however, be understood by the reader that the mountain district has no lakes, or the lake district no mountains; for the "Braided Lakes," west of the Hudson watershed, reflect in their bright mirrors many mountain peaks of no mean altitude; and the traveler over the trails of Tahawas and Skylight will drink of the clear waters of Lakes Avalanche and Colden, of Lakes Henderson and Ausable.

It is not my purpose to talk of the Adirondacks as a health-resort, although its pine, hemlock, and fir balsam forests make it unrivalled as a sanitarium; nor to consider its great mineral resources, but simply to indicate some of its principal features of beauty, its general points of attraction, and the best way of reaching them.



RAINBOW FALLS, AUSABLE, N. Y

The accepted route is *via* the Delaware and Hudson Canal Co.'s Railroad to Westport—about five hours' run from Albany; from Westport by stage or carriage through Elizabethtown to Keene Valley (twenty-five miles), Keene Flats (thirty-five miles), Lake Placid (thirty-six miles), Saranac Lake (fifty-one miles), or by rail to Ausable Forks *via* Plattsburgh. Visitors to the Saranacs, Lake Placid, or Paul Smith's shorten the carriage route some fifteen or twenty miles by taking all rail route to Ausable Forks. Another pleasant gateway of the Adirondacks is *via* Port Kent, and the justly famed Ausable Chasm.

As it is my purpose to make this a practical article,—that is, to convey accurate information to persons unfamiliar with this mountain district,—it may perhaps be well to indicate briefly our first trip over Tahawas, just ten years ago, here and there marking the changes which I noted last summer.

We (the Tahawas Club) took the cars one August morning from Plattsburgh to Ausable Forks,—a distance of some twenty miles, hired a team to Beede's—the terminal point of civilization, some thirty miles distant from the "Forks;" took dinner at Keene, and pursued our route up the beautiful valley of the Ausable. Beede's was then merely a farm-house, and as the "house" was full, we camped in the barn; my last visit presented a large and commodious hotel, with pleasant rooms and wide veranda, in cheerful contrast to the first entertainment.

From this point we visited Roaring Brook Falls, some four hundred feet high, which we remember as a very beautiful waterfall in the evening twilight. The next morning we started, bright and early, for the Ausable Ponds; four miles of wood-road, smoothed recently into a very comfortable carriage road, brought us to the Lower Ausable. The historic guide, "old Phelps," rowed us across the Lower Lake, pointing out, from our slowly moving and heavily laden scow, "Indian Head" on the left, and the "Devil's Pulpit" on the right, lifted about eight hundred feet above the level of the lake. "Phelps" remarked, with quaint humor, that he was frequently likened to his Satanic Majesty, as he often took clergymen "up thar." The rocky walls of this Lake rise from one thousand to fifteen hundred feet high, in many places almost perpendicular. A large eagle soared above the cliffs, and circled in the air above us; but no one in the party had the rashness to shoot at it. In fact, we had fired most of our ammunition off the day previous at squirrels on the fences, without grazing a hair, or scarcely frightening the lively quadrupeds.

After reaching the southern portion of the Lake, a trail of a mile and a-quarter leads to the Upper Ausable—to our minds, the gem of the Adirondacks. This Lake, over two thousand feet above the tide, is surrounded on

all sides by lofty mountains. Our camp was on the eastern shore, and I can never forget the sun-set view, as rosy tints lit up old Sky-light the Hay-stack and the Gothics; nor can I ever forget the evening songs from a camp fire across the lake, or the "Bear story" told by Phelps, a tale never really finished, but made classic and immortal by Stoddard, in his spicy and reliable hand-book to the North Woods.

The next morning we rowed across the lake and took the Bartlett trail, ascending Hay-stack, some five thousand feet high, just to get an appetite for dinner; our guide encouraging us on the way by saying, that there never had been more than twenty people before "on that air peak." In fact, there was no trail, and in some places it was so steep that we were compelled to go up on all fours; or as Scott puts it more elegantly in the "Lady of the Lake":

"The foot was fain

Assistance from the hand to gain."

The view from the summit well repaid the toil. We saw Slide Mountain, near by to the north, and Whiteface far beyond, perhaps twenty-five miles distant; northeast, the Gothics; east, Saw-teeth, Mt. Colvin, Mt. Dix, and the Lakes of the Ausable. To the southeast, Skylight; northwest, Tahawas, still called by some Mt. Marcy. The descent of Haystack was as easy as Virgil's famous "Descensus Averni." We went down in just twenty minutes. The one that reached the bottom first simply possessed better adaptation for rolling.

One mile from the foot of Haystack brought us to Panther Gorge Camp, appropriately named, one of the wildest spots in the Adirondacks. We remained there that night and slept soundly, although a dozen of us were packed so closely in one small camp that no individual could turn over without disarranging the whole mass. Caliban and Trinculo were not more neighborly, and Sebastian, even sober, would have been fully justified in taking us for "a rare monster" with twenty legs.

The next morning we ascended Tahawas, but saw nothing save whirling clouds on its summit; twice since then we have had better fortune, and looked down from this mountain peak, five thousand three hundred and forty-four feet above the sea, upon the loveliest mountain landscape that the sun ever shone upon. We went down the western slope of Tahawas, through a driving rain, to Camp Colden, where, with clothes hung up to dry, we looked like a party of New Zealanders preparing dinner, hungry enough, too, to make an orthodox meal of each other. The next day the weather cleared up, and we made a trip of two miles, over a rough mountain trail, to Lake Avalanche, whose rocky and precipitous walls form a fit christening bowl, or baptistery-font for the infant Hudson.

Returning to Camp Colden and resuming our western march, two miles brought us to Calamity Pond, where a lone monument marks the spot of David Henderson's death, by the accidental discharge of a pistol. Five miles from this point brought us to the "Deserted Village," or the Upper Adirondack Iron Works, with houses and furnaces abandoned, and rapidly falling into decay. Here we found a pleasant hotel and cordial welcome.

Had I time to picture to you this level, grass-grown street, with fifteen or twenty square box-looking houses, windowless, empty and desolate; a school-house with its long vacation of twenty three years; a bank with heavy shutters and ponderous locks: whose floor, Time, the universal burglar had undermined; two large furnaces with great rusty wheels, whose occupation was gone forever; a thousand tons of charcoal, untouched for a quarter of a century; thousands of brick waiting for a builder; a real haunted house, whose flapping clap-boards contain more spirits than the Black Forests of Germany, —a village so utterly desolate, that it has not even the vestige of a graveyard. If I could picture to you this village, as it appeared to me that weird midnight, lying so quiet,

"under the light of the solemn moon,"

you would realize as I did then, that truth is indeed stranger than fiction, and that Goldsmith in *his* "Deserted Village," had not overdrawn the description of desolate Auburn.

By special request, we were permitted to sleep that night in the Haunted House, and no doubt we listened to the first crackling that the old fire-place had known for years. Many bedsteads in the old houses were still standing, so we only needed bedding from the hotel to make us comfortable. As we went to sleep we expressed a wish to be interviewed in the still hours of night by any ghosts or spirits who might happen to like our company; but the spirits must have been absent on a visit that evening, for we slept undisturbed until the old bell, suspended in a tree, rang out the cheery notes of "trout and pickerel." We understand that the Haunted House from that night lost its old-time reputation, and is now frequently brought into requisition as an "Annex," whenever the hotel or "Club House," as it is now called, happens to be full. The "Deserted Village" is rich in natural beauty. Lakes Henderson and Sanford are near at hand, and the lovely Preston Ponds are only five miles distant.

Resuming our march through Indian Pass, under old Wall Face Mountain, we reached a comfortable farm-house at sunset near North Elba, known by the name of Scott's. The next morning we visited John Brown's house and grave by the old rock, and read the beautiful inscription,

“BURY ME BY THE OLD ROCK, WHERE I USED TO SIT AND READ THE
WORD OF GOD.”

From this point we went to Lake Placid, engaged a lad to row us across the Lake—some of our party had gone on before—and strapped our knapsacks for another mountain climb. We were fortunate in having a lovely day, and from its sparkling glacier-worn summit we could look back on all the mountains of our pleasant journey, and far away across Lake Champlain to Mount Mansfield and Camel's Hump of the Green Mountains, and farther still to the faint outlines of Mount Washington. We reached Wilmington that night, drove the next morning to Ausable Forks, and took the cars for Plattsburgh. The ten days' trip was finished, and at this late hour I heartily thank the Tahawas Club of Plattsburgh for taking me under their generous care and guidance. We took Phelps, our guide, back with us to Plattsburgh. When he reached the "Forks," and saw the cars for the first time in his life, he stooped down and, examining the track, said, "What tarnal little wheels." I suppose he concluded that if the ordinary cart had two large wheels, that real car wheels would resemble the Rings of Saturn. He saw much to amuse and interest him during his short stay in Plattsburgh, but after all he thought it was rather lonesome, and gladly returned to his Lakes and Mountains, where he slept in peace, with the occasional intrusion of a "Bar" or a "Painter." He knew the region about Tahawas as an engineer knows his engine, or as a Greek Professor knows the pages of his lexicon. He had lived so closely with nature that he seemed to understand her gentlest whispers, and he had more genuine poetry in his soul than many a man who chains weak ideas in tangled metre.

Since that first delightful trip I have visited the Adirondacks many times, and I hope this summer to repeat the excursion. To me Tahawas is the grand centre. It remains unchanged. In fact, the route I have here traced is the same to-day as then. Even the rude camps are located in the same places, with the exception that the trail has been shortened over Tahawas, and a camp established on Skylight. With good guides the route is not difficult for ladies in good health,—say sufficient health to endure half a day's shopping. Persons contemplating the mountain trip need blankets, a knapsack, and a rubber-cloth or overcoat; food can be procured at the hotels or farm-houses.

In this hasty sketch I have had little space to indulge in picture-painting. I passed Bridal Veil Fall without a reference. I was tempted to loiter on the banks of the Feld-spar and the bright Opalescent, but I passed by without even picking a pebble from the clear basins of its sparkling cascades. I passed the "tear of the clouds," four thousand feet above the tide—that fountain of

the Hudson nearest to the sky, without being beguiled into poetry. I have not ventured upon a description of a sunrise view from the summit of Tahawas, of the magic effect of light above clouds that clothe the surrounding peaks in garments wrought, it seems, of softest wool, until mist and vapor dissolve in roseate colors, and the landscape lies before us like an open book, which many glad eyes have looked upon again and again. I have left it for your guides to tell you, by roaring camp fires, long stories of adventure in trapping and hunting, of wondrous fishes that grow longer and heavier every season, although captured, and broiled many and many a year ago—trout and pickerel literally pickled in fiction, served and re-served in the piquant sauce of mountain vocabulary. In brief, I have kept my imagination and enthusiasm under strict control. But, after all, the Adirondacks are a wonderland, and we, who dwell in the Hudson and Mohawk valleys, are happy in having this great Park of Nature's making at our very doors.

It has charms alike for the hunter, the angler, the artist, the writer, and the scientist. Let us rejoice, therefore, that the State of New York is waking at last to the fact, that these northern mountains were intended by nature to be something more than lumber ranches, to be despoiled by the axe, and finally revert to the state for "taxes" in the shape of bare and desolate wastes. Nor can the most practical legislator charge those, who wish to preserve the Adirondack Woods, with idle sentiment ; as it is now an established scientific fact that the rain-fall of a country is largely dependent upon its forest land. If the water supply of the north were cut off, to any perceptible degree, the Hudson, during the months of July and August, would be a mere sluice of salt water from New York to Albany ; and the northern canals, dependent on this supply, would become empty and useless ditches. Our age is intensely practical, but we are fortunate in this, that so far as the preservation of the Adirondacks is concerned, utility, common sense, and the appreciation of the beautiful are inseparably blended.

To those persons who do not desire long mountain jaunts, who simply need some quiet place for rest and recuperation, I would suggest this : Select some place near the base of these clustered mountains, like the tasty Adirondack Lodge at Clear Pond, only seven miles from the summit of Tahawas, or Beede's pleasant hotel, high and dry above Keene Flats, near to the Ausable Ponds, or some pleasant hotel or quiet farmhouse in the more open country near Lake Placid and the Saranacs. But I prophesy that the spirit of adventure will come with increased strength, and men and women alike will be found wandering off on long excursions, sitting about great camp-fires, ay, listening like children to tales which have not gathered truth with age. If

you have control of your time you will find no pleasanter months than July, August, or September, and when you return to your own firesides with new vigor to fight the battle of life, you will feel, I think, like thanking *Outing* for having advised you to go thither.

I have written in this article the Indian name, Tahawas, in the place of Mt. Marcy, and for this reason : There is no justice in robbing the Indian of his keen, poetic appreciation, by changing a name, which has in itself a definite meaning, for one that means nothing in its association with this mountain. We have stolen enough from this unfortunate race to leave, at least, those names in our woodland vocabulary that chance to have a musical sound to our imported Saxon ears. The name Tahawas is not only beautiful in itself, but also poetic in its interpretation—signifying, “I cleave the clouds.” Cole-ridge, in his glorious hymn, “Before sunrise in the vale of Chamouni,” addresses Mont Blanc :

“ Around thee and above
Deep is the air and dark, substantial, black,—
An ebony mass. Methinks thou piercest it,
As with a wedge ! ”

The name or meaning of Tahawas was never made know to the great English poet, who died fifty years ago. Is it not remarkable that the untutored Indian, and the keenest poetic mind which England has produced for a century, should have the same idea in the uplifted mountains? There is also another reason why we, as a State, should cherish the name Tahawas. While the Sierra Nevadas and the Alps slumbered beneath the waves of the ocean, before the Himalayas or the Andes had asserted their supremacy, scientists say, that the high peaks of the Adirondacks stood alone above the waves, the “the cradle of the world’s life ;” and, as the clouds then encircled the vast waste of water, Tahawas then rose—“Cleaver” alike of the waters and the clouds.

TO MONTREAL *via* RUTLAND AND BURLINGTON.

CENTRAL VERMONT RAILROAD.

At Whitehall one branch of the Rensselaer and Saratoga Railroad bends to the east and passes through Fairhaven, Hydeville, Castleton, and West Poultney, to Rutland, 244 miles from New York. This is the centre of the great marble trade, and one of the prominent railroad centres of Vermont. The Bardwell House is the finest in Rutland, complete in all its parts, and handy to the station.

Leaving Rutland for the north, we pass through Sutherland Falls, Pittsford, Brandon, Leicester, Salisbury, Middlebury, Brookville, New Haven, Vergennes, Ferrisburgh, Charlotte, and Shelburne, to Burlington, which we noticed on the previous page, with its pleasant location on the Lake. The Van Ness House is a fine hotel, central in location, with a nice outlook upon lake and mountain. It is the largest in Burlington, and will rank as one of the most convenient and thoroughly appointed houses in New England.

From Burlington we pass north, through Essex, Milton, Georgia, and minor stations, to St. Albans.

ST. ALBANS.—This village is situated about two miles from and overlooks Lake Champlain. It is a town of about 7,000 inhabitants, and was made famous during the rebellion by a Canadian raid. It is a central point for persons *en route* for Alburgh and Shelden Springs, and has a large and magnificent hotel, the "Welden House," Thomas Lavender, proprietor.

The Central Vermont Railroad has a pleasant route to Ogdensburgh, where a person can connect with steamers for Thousand Islands, and return *via* St. Lawrence Rapids to Montreal.

THE RAPIDS.—The first rapid below Ogdensburgh is near Chimney Island; the next, the rapids of the Long Sault, nine miles in length. Here the river runs twenty miles an hour. Then the Coteau Rapids, below Grand Island; then the Lachine Rapids, below the town of Lachine, only nine miles from Montreal.

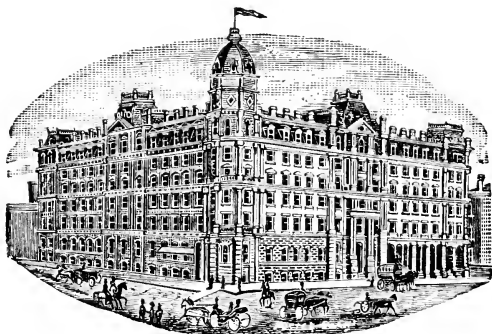
ALBURGH SPRINGS, is a pleasant resort for boating, shooting, and fishing, seventeen miles from St. Albans *via* this line. At Rouse's Point connections are made with Lake Champlain steamers on the south, and Montreal on the north. Going north *via* the direct line to Montreal, we pass through Highgate Springs, with its pleasant Franklin House, St. Johns, and towns of minor importance to—

MONTREAL, three hours' run from St. Albans, four hundred and twenty miles from New York. The city is built on an Island of the St. Lawrence; the Island being thirty miles in length and ten in greatest breadth. The Victoria Tubular Bridge is one of the "eight wonders" of the world, being two miles in length. It spans between the piers are about 250 feet, and the cost of the bridge was almost \$7,000,000. The cars cross the bridge in about six minutes. There are many fine buildings in Montreal and much that will interest the tourist, which we will here indicate in brief. The Church of Notre Dame, was opened for public worship in 1829. The ceiling was elaborately gilded in 1876. It is said to have the largest bell on the continent, and is capable of seating 10,000 people. The Church of the Jesuits is noted for its

beautiful frescoes, paintings and its musical services. The New Post Office, the Bank of Montreal, the New City Hall, the Bonsecours Market, and the Custom House will claim the attention of the visitor for the beauty and solidity of their architecture.

There are many fine drives about the city, especially to the summit of Mount Royal. This mountain, named by Cartier in honor of his king, gave the name to the pleasant city, and during the last few years has been laid out in an artistic and beautiful park.

WINDSOR HOTEL.—In the pleasantest part of the city, and fanned by the breezes of Mount Royal, is located the magnificent "Windsor," whose name is already favorably known in two continents. In fact, taken all in all, there is no finer hotel in the world.



WINDSOR HOTEL, MONTREAL.

MR. G. W. SWETT, MANAGER.

(Enlarged by a Wing containing 130 Rooms for the Season of 1883.)

This magnificent new hotel, unsurpassed in America for comfort and luxury, and incomparably the finest in Canada, occupies an airy site on Dominion Square, on the main avenue leading to Mount Royal Park. The proprietors have thoroughly renovated the original part of the hotel (opened in 1878), and are determined not only to maintain the house at the high standard of excellence which has marked it from the first, but to adopt every improvement and device, as introduced, which may add to the safety, comfort, and pleasure of their guests. The Winter Carnivals of 1883 and 1884 were centred about the Windsor. A programme of great novelty and extent is being prepared for the Carnival of January, 1885.

Appletons' Guide Books

REVISED EDITIONS FOR 1884.

Appletons' European Guide-book.

Containing Maps of the Various Political Divisions, and Plans of the Principal Cities. Being a Complete Guide to the Continent of Europe, Egypt, Algeria, and the Holy Land. Completely revised and corrected each Season. In two volumes, morocco, gilt edges, \$5.00

Appletons' General Guide to the United States and Canada.

Revised each Season. In three separate forms :

ONE VOLUME COMPLETE, pocket-book form, \$2.50.

NEW ENGLAND AND MIDDLE STATES AND CANADA. One volume, cloth, \$1.25.

SOUTHERN AND WESTERN STATES. One volume, cloth, \$1.25.

With numerous Maps and Illustrations.

Appletons' Hand-book of Summer Resorts

Revised each Season to date. Illustrated, and with Maps. Large 12mo, paper cover, 50 cents.

Appletons' Dictionary of New York and Vicinity.

An alphabetically arranged Index to all Places, Societies, Institutions, Amusements, and many other things in the Metropolis and Neighborhood, upon which information is needed by the Stranger or the Citizen. Revised and corrected each Season. With Maps of New York and vicinity. Paper, 30 cents.

New York Illustrated.

A Pictorial Delineation of Street Scenes, Buildings, River Views, and other Picturesque Features of the Great Metropolis. With One Hundred and Forty-three Illustrations from drawings made specially for it, engraved in a superior manner. With large Maps of New York and Vicinity. Large 8vo, illustrated cover. 75 cents.

Appletons' Railway Guide.

Containing Maps and Time-tables of the Railways of the United States and Dominion of Canada. Revised and published Semi-Monthly. 25 cents.

New York : D. APPLETON & CO., Publishers, 1, 3, & 5 Bond Street.

DELAWARE AND HUDSON CANAL COMPANY.

ALBANY AND SUSQUEHANNA DEPARTMENT.—There are few railroads in our country that possess for so many miles such variety and interest as the Albany and Susquehanna. All the way from Albany to Binghamton the hills and valleys, the streams, rivulets, and rivers form a succession of beautiful landscapes, framed in the moving panorama of a car window. The railroad follows the valleys of three streams—the Schoharie, the Cobleskill, and the Susquehanna.

Leaving Albany we pass through the little villages and stations of Adamsville, Slingerlands, New Scotland, Guilderland, Knowersville, Duanesburgh, Quaker Street, Esperance, and come to Central Bridge, thirty six miles from Albany, the junction with the branch road for Schoharie Court House and Middleburgh. Schoharie village, the county seat, is situated on Schoharie Flats. First settlement made in 1711. Population about fifteen hundred. The old stone church, erected in 1772, is now used as an arsenal. Three miles from Central Bridge, or thirty-nine miles from Albany, is the celebrated—

HOWE'S CAVE, discovered on the 22d May, 1842, by Lester Howe. In interest and extent it is second only to the great Mammoth Cave of Kentucky, and presents, in truth, a new world of beauty, with arches and walls reaching away for miles, of which perhaps the half is only discovered. Among the prominent points of interest in the cave are the following, as named by Mr. Howe :—

“Reception, or Lecture Room,” “Washington Hall,” “Bridal Chamber,” (temperature 48 degs. Fah.), where many have been nuptially tied, including the two daughters of the discoverer; “The Chapel,” some forty feet high; “Harlequin Tunnel,” “Cataract Hall,” “Ghost Room, or Haunted Castle,” “Music Hall,” “Stygian, or Crystal Lake.” At the foot of the lake there are several gas burners, giving the visitor a beautiful view of that portion of the cave and lake, and the side grotto near by. From thence visitors proceed by boats across the lake to “Plymouth Rock,” and from thence continue the journey to the “Devil's Gateway,” “The Museum,” “Geological Rooms,” “Uncle Tom's Cabin,” “Giants' Study,” “Pirates' Cave,” “Rocky Mountains,” “Valley of Jehoshaphat,” “Winding Way,” and “Rotunda.” There are the usual formations, known as “Stalagmites,” and “stalactites,” many of them singular in form and variety. In Washington Hall are two, named “Lady Washington's Hood” and “Washington's Epaulet;” and beyond these are “The Harp,” and numberless others. At the head and foot of the lake there are two large stalagmites, the former large enough to fill the entire body of the cave, which has made it necessary to excavate an artificial passage around

it. There is a narrow gauge railroad now in operation as far as the Giants' Chapel, which will probably be extended to the lake.

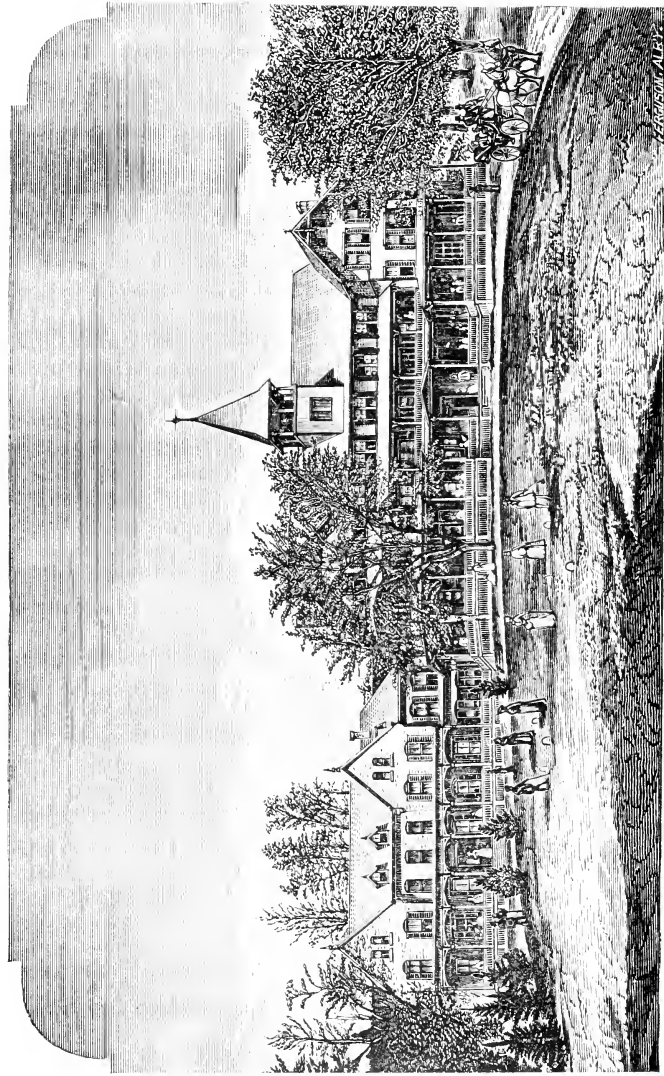
We are only able to mark out the route in this hasty manner. To speak of all the objects of interest would draw us aside from the purpose of a general guide. The Pavilion is a fine hotel at the mouth of the cave, and has recently been enlarged so that it can easily accommodate 150 guests. The wants of the tourist and explorer will be carefully attended to. Every one should visit Howe's Cave, and see these real "Arabian Night" beauties, near the capital of the Empire State.

The next station is Cobleskill, forty-five miles from Albany. This rich and fertile valley was called by the Indians, Ots-ga-ra-ga. The village is thriving and flourishing. This is also the junction of the Cherry Valley Branch, which passes through Hyndsville, Seward, and Sharon Springs.

SHARON SPRINGS, once the rival of Saratoga, is located *in a valley on a hill*. The streets are well shaded, and the Sulphur Water is well known for its medicinal qualities. The largest hotel is the Pavilion, and the pleasantest, near the depot, is known as Feather's Hotel. The next station to Sharon is Cherry Valley, a pleasant town in the north-east corner of Otsego Co., and from this point a stage connects with Richfield Springs. Returning to Cobleskill, we pursue our route westward on the main line of the Albany and Susquehanna. We pass through Richmondville, lying in a valley on our left, East Worcester, Worcester, Schenevus and Maryland, to the junction of the Cooperstown and Susquehanna Valley Railroad, for—

COOPERSTOWN, one of the pleasantest villages in New York, and one of the classic points of our country. It is situated on the shore of Otsego, a beautiful lake, worthy of being the fountain head of the bright-flowing Susquehanna. The lake is said to be about 1,200 feet above the sea. Like Lake Mahopac, it is literally surrounded with beauty, and, like Irvington or Tarrytown, Cooperstown is one of the literary Meccas of our country, and, by all means, the place to read the works of Cooper. The principal hotels are the Cooper House, a summer hotel, 80 feet above the lake, with a park of seven acres, and the Hotel Fenimore, open the entire year, with a fine location in the central part of the village, near the lake, and one of the finest in our State.

RICHFIELD SPRINGS.—The route to this popular resort, *via* Cooperstown and Otsego Lake, is one of the most charming, romantic, and delightful of any trip designated in our Guide, and the village and surroundings of Richfield are worthy of the increasing tide of visitors. Of course, persons in a hurry will take a Drawing-room Coach at the New York Central Depot, *via* Utica, and arrive at Richfield Springs in eight hours; but a little steamboating and



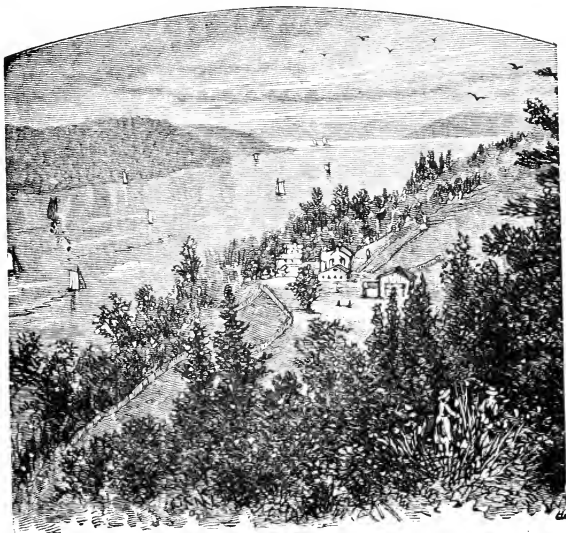
PAVILION HOTEL, HOWE'S CAVE, N. Y.

J. B. WISTAR, Proprietor.

coaching—ten miles, *via* the Natty Bumppo steamer and six or seven miles by stage—give variety to the route.

Richfield Springs is situated on an elevated plateau, 1,700 feet above tide-water, and has all the requisites of health and beauty, surrounded by mountains and lakes on every hand.

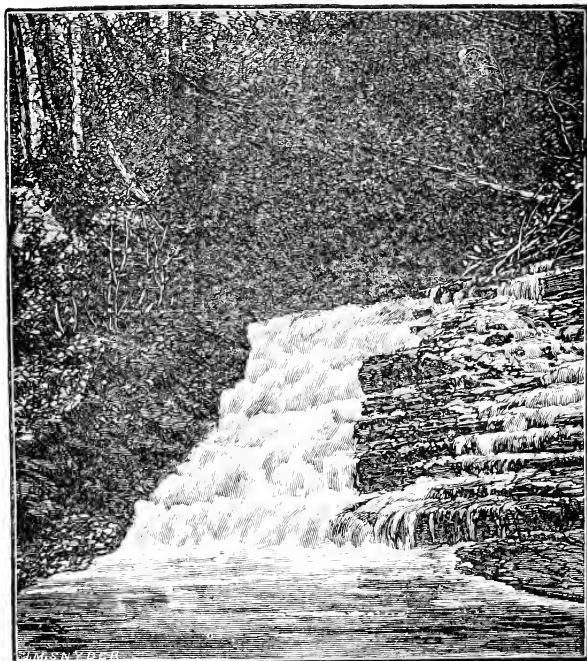
Canadarago Lake is about three-fourths of a mile directly south from the Springs, five miles long, and one and a half miles wide, surrounded by wood-covered mountain ranges, and abounding in excellent fish. The drives around and to the different lakes that gem the mountains, and along the



FIVE MILE POINT ON OTSEGO LAKE.

streams that braid the valleys, often detain the casual visitor ; for Mr. Seward expressed something besides poetry in prose in his oration of July 4th, 1840, when he said : “I have desired to see for myself the valleys of Otsego, through which the Susquehanna extends his arms and entwines his fingers with the tributaries of the Mohawk, as if to divert that gentle river from its allegiance to the Hudson.”

THE VAN HORNESVILLE CAVES AND WATERFALLS, ten miles distant from the Springs, are of surpassing beauty, hitherto but little known, but destined to a wide celebrity. The formation of the rocks is very remarkable, while the rush of water through this romantic glen makes it a most restful and pleasant resort.



VAN HORNESVILLE WATERFALLS.

THE SPRING HOUSE, the largest hotel in Richfield Springs, has a fine location in the midst of a beautiful park, tastefully laid out with flower beds. The hotel has accommodations for six hundred guests, and is under the efficient management of T. R. Proctor, of the Baggs Hotel, Utica, N. Y. The famous Sulphur Springs is on the grounds of the Spring House. This hotel has all the appointments and surroundings that are certain to gratify the

taste and insure the comfort of its guests. It is embowered in foliage, and Spring House Park, not shown in the above engraving, but which almost environs it, is beautifully set with shrubs and forest trees and ornamented with rustic seats and arbors.

In our detour from the main line of the Albany and Susquehanna Railroad, we have omitted to mention that the Albany and Susquehanna, after leaving the Cooperstown and Richfield Branch, passes south-west through Collier's



SPRING HOUSE.

and Emmon's, to Oneonta, one of the most stirring villages on the route. The next station is Otsego. From this point stages connect with the pleasant village of Franklin; passing through Well's Bridge, Unadilla, Sidney, (with its branch road to Delhi), Afton, and Harpersville, we come to the Tunnel, 127 miles from New York. Then passing through Osborn Hollow and Port Crane, we come to Binghamton, and complete the equilateral triangle—New York, Albany, and Binghamton. It is a flourishing city, and has complete railway

connections with the Erie, the Delaware, Lackawanna and Western, and Syracuse and Binghamton Railways.



THE WHITE SULPHUR SPRING AND SPRING HOUSE PARK.

New York, West Shore & Buffalo Railway.



SUPERBLY BUILT & MAGNIFICENTLY EQUIPPED TRUNK LINE

— BETWEEN —

New York, Albany, Buffalo & Niagara Falls.

Forming, in connection with the HOOSAC TUNNEL LINE and the popular Great Western Railway,

THE SHORTEST ROUTE

Between Boston, Buffalo, Detroit, and Chicago.



THE FINEST PULLMAN BUFFET SLEEPING CARS

Ever placed in service on any line will be run regularly

Between **BOSTON** and **CHICAGO**.

Between **NEW YORK** and **CHICAGO**.

Between **NEW YORK** and **BUFFALO**.



MAGNIFICENT PULLMAN BUFFET PARLOR CARS

With elegant interior decorations of the latest designs, will run regularly

Between **BOSTON** and **SYRACUSE**.

Between **NEW YORK** and **ROCHESTER**.

Between **NEW YORK** and **ALBANY**.

Trains to and from New York run via the Picturesque West Shore of Hudson River and thro' the Mohawk Valley.



Baggage Checked from Hotels and Residences to Destination.

Tickets, Time Tables, Route Books, Summer Hotel and Boarding House Lists, and information furnished upon application to Offices of Company:

In **NEW YORK**: Nos. 162, 261, 363, 646, 1323 Broadway; 737 Sixth Avenue and 168 East 125th St.
In **BROOKLYN**: 4 Court St; Annex Office, foot of Fulton St.; 838 Fulton St., and 7 DeKalb Ave.
In **WILLIAMSBURG**: Van Nostrand's Express Office, 107 Broadway.
In **JERSEY CITY**: Pennsylvania R. R. Ticket Office in Station.
In **HOBOKEN**: Hauser & Schultze, 115 Washington Street.

HENRY MONETT, Gen'l Pass'r Agent.

No. 24 State Street, New York.

REMINGTON FIRE-ARMS,

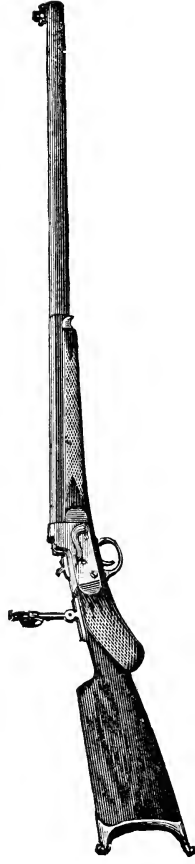
—UNEQUALLED FOR—

Simplicity, Durability, Range, Precision and Penetration.

BREECH-LOADING

RIFLES, *SHOT *GUNS *AND *PISTOLS

OF EVERY DESCRIPTION.



SEND FOR CATALOGUE AND PRICE-LIST.

Manufactory: ILION, N. Y.

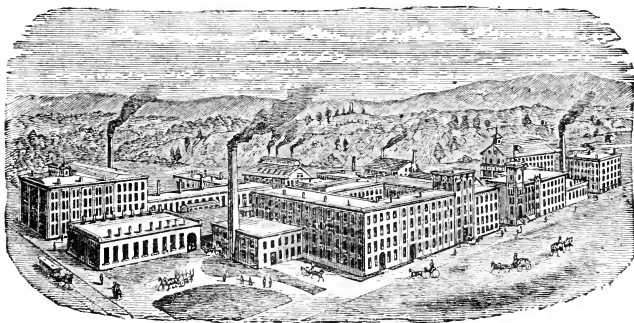
New York Office: 281 and 283 Broadway.

TO THE THOUSAND ISLANDS, CHAUTAUQUA AND NIAGARA FALLS

Taking either the New York Central or the West Shore R. R. from Albany the tourist will pass through Schenectady, an old-fashioned town of about 15,000 inhabitants, seat of Union College; Little Falls, Herkimer, and Ilion to Utica.

LITTLE FALLS is a flourishing village, seventy-four miles from Albany, and is situated in the wildest and most romantic part of the Mohawk Valley.

ILION is a pleasant village, and will interest the tourist and traveler as the place where the celebrated Remington fire-arms, type-writers and sewing machines are manufactured. Some months ago we were kindly shown through these extensive works, and we take pleasure in calling the attention of the reader to their business announcement on the opposite page.



REMINGTON ARMORY.—E. REMINGTON & SONS, ILION, N. Y.

UTICA—the first express station—ninety-five miles from Albany. This flourishing town, in Central New York, in continental days was the site of old Fort Schuyler. It is the landing-place for Trenton Falls and Richfield Springs. The attractions in and about Utica will well repay an extended visit.

Persons *en route* to Trenton Falls or Richfield Springs will find Baggs Hotel, of Utica, near the station, the pleasantest and most convenient in the city. The proprietor, T. R. Proctor, is also proprietor of the "Spring House, Richfield Springs, of which we spoke in our last division.

THE UTICA AND BLACK RIVER RAILROAD, from Utica to Clayton, is one of the pleasantest routes to the North Woods and the Thousand Islands. Sixteen miles from Utica we reach Trenton Falls, one of the most charming and



SHERMAN FALL.

romantic summer resorts on the continent. For the last ten years we have heard of these beautiful waterfalls, located in what Willis has styled an "alcove," aside from the main line of travel, "fifteen miles at right angles from the general procession, a side scene out of ear-shot from the crowd," but it was not until the middle of June, 1874, that good fortune conducted us thither, and led us by the hand from rock to rock, from cascade to waterfall, through all that realm of enchanting beauty. The hotel, a short distance from this mountain glen, is a model of summer resorts. The first rural resort of this place was built by Mr. John Sherman, a graduate of Yale, 1793. Hither some forty years ago Mr. Moore, present proprietor, came, like Hiawatha of old, and found his Minnehaha, great grand-daughter of Roger Sherman, a line more illustrious even than the tribe of the Dakotahs. It is said that on his return to Manhattan he was not unmindful of the vision, and always heard the Falls of Trenton—

"Calling to him through the distance,
Calling to him from afar off."

So much for his personal history, which we only mention as evidence that fiction is but the *shadow* of truth. We arrived at Trenton a little before six, and at once descended the stairs to the natural pavement, which for two miles, level with the water's edge, borders the left side of the stream. This is the pleasantest hour of the day for lonely rambles like these, and the falling water at eventide has all the melody of sadness. Passing a few rods up the stream, over fossil formations which recount fifty million years of history, and under overhanging rock, every leaf of whose folds has been a recording page for science, we suddenly come in full view of Sherman Fall. Here, it is said, a fairy, (perhaps great grand-daughter of Undine), occasionally dances through the mist "modestly retiring as the visitor changes his position, and blushing all colors when she finds him gazing at her irised beauties." The Fall has been poetically styled by Mrs. Kemble,

"The daughter of heaven and earth,
With dark eyes, white feet, and amber hair."

In no place, save the northern Highlands of Scotland, have we seen such amber foam, and such dark headlong flow of river. The arrowy Rhone is not swifter, the Falls of Foyers are not so beautiful. High Falls are forty rods beyond, a succession of lovely cascades, one over forty feet in height. Here we have the whole organ choir, from the tenor and treble of the sheet of water on the right, to the deep bass of the heavy fall on the left. Above this, the Mill Dam Fall and the Alhambra, with its cascade, and still farther on the

Rocky Heart, a good spot for lovers to propose in, by way of contrast. We can only point out these beauties in a general way. Even the guide book of N. P. Willis the poet of descriptive language, fails to do Trenton Falls justice, although it is a model handbook of its kind. It is a place to be visited. Pursuing our journey up the the Black River Railroad, we pass through Prospect to Boonville, a flourishing village, thirty-five miles from Utica. Here are good hotels, and large numbers annually visit Old Forge and Moose Lakes, the best sporting grounds of the Adirondacks. Lyons Fall, forty-six miles from Utica, is a wild, romantic, and much frequented spot. The High Falls (glimpses of which are seen from the train) are well worth visiting. We now pass 30 miles through the beautiful valley of the Black River, to—

LOWVILLE sixty miles from Utica, one of the most beautiful villages in northern New York; noted for its fine drives, shady walks, and excellent hotels. From this point it is only 18 miles to Fentons, a good hotel in the famous John Brown's Tract, where sports men and tourists can voyage in boats scores of miles, through rivers and beautiful lakes, in the very heart of an unbroken wilderness. The Lowville Mineral Springs are only one mile from the station.

CARTHAGE, with its celebrated water-power, is seventy-four miles from Utica. Here the traveler can turn aside to—

WATERTOWN, a city of great manufacturing interest, beautifully laid out and containing elegant residences. Sackett's Harbor is only 12 miles from Watertown, one of the oldest places in the State. Pursuing the direct route to the Thousand Islands, the tourist passes through Philadelphia to Clayton.

FROM CLAYTON TO MONTREAL.—New York State is singularly favored in romantic, grand, and picturesque scenery. The St. Lawrence is one of the few rivers in the world worthy of an association with the Hudson. It combines many features of attraction. From Clayton to Alexandria Bay the picturesque islands present features not to be found on any other stream. Some of the islands are miles in length: others are hardly large enough to support a colony of shrubs. Many of them are adorned by beautiful summer residences. Three or four belong to religious and other associations. On Wells Island two or three societies have their summer home—that of the Methodist, well known as "Thousand Island Park," being the largest. At the lower end of the island there is a Presbyterian society, known as the "Westminster Association." The Baptists have secured Round Island, about three miles from Clayton, and commenced a summer town. Mr. Taylor, the artist has a picturesque residence on this island. As we near Alexandria Bay we find a greater number that have been appropriated to summer homes. Notable

among these are the Pullman Cottage, Bonnie Castle (the summer home of the late Dr. J. G. Holland), Governor's Island (belonging to Mr. Alvord), Florida Island, Walton Island, Arcadia Island, Manhattan, Welcome, and Summer Islands. The Devil's Chimney is one of the places to be visited. The tourist *en route* to Montreal passes through miles of these emerald and rocky isles—the Tree Sisters, on account of their resemblance to each other, bidding him a pleasant good-by. Then comes a broad, lake-like expanse which extends beyond Ogdensburg—a pleasant and flourishing town. Then comes the excitement of “passing the Rapids,” where the water runs twenty miles an hour. Below Grand Island are the Coiteau Rapids, the Cedars, Split Rock, and Cascade Rapids. At Lake St. Louis, below the Cascade Rapids, the river is six miles in breadth. Passing the Lachine Rapids we reach Montreal, a beautiful city, to which we refer later in our Guide-Book. The tourist will find a pleasant route between Montreal and Quebec *via* the night steamers. The little villages along either shore have just enough of the “foreign” in their character to make them interesting. The old city of Quebec is one of the picturesque cities of the continent. The Heights of Abraham, the old walls and antique streets are full of history and poetry. But to our mind the loveliest spot on the river is—

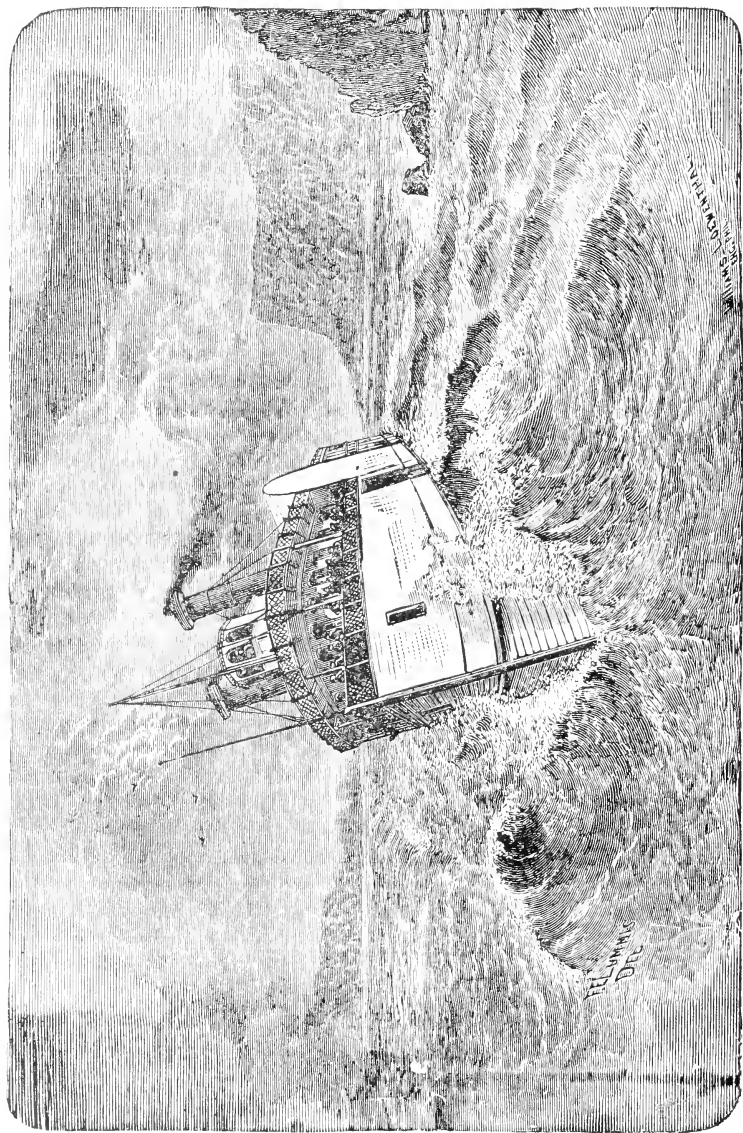
The following sketch will be of interest which we have *imbibed* from a descriptive Guide to these Islands :

“The river was discovered August 10, 1535, by Jacques Cartier, who named it St. Lawrence in honor of the saint whose feast is celebrated on that day. The first European who visited Lake Ontario was Samuel Champlain, in 1615 ; and in his meagre descriptions he mentions some beautiful and very large islands at the beginning of the St. Lawrence. It is supposed that some French explorers, who went up the river about 1650, gave the region its present name “*Milles Isles*,” or Thousand Islands.

“The flag of France first o’er them hung,
The mass was said, the vespers sung,
The friars of Jesus hailed the strands,
As blessed Virgin Mary’s lands,
And red men mutely heard, surprised,
Their heathen names all christianized.”

In the papers relating to DeComceile’s and DeTracey’s expeditions against the Mohawk Indians in 1666, the islands are complained of as obstructing navigation and mystifying the most experienced Iroquois pilots.

In the year 1660, a Capt. Ponchot described the region somewhat minutely in his journal, which was afterwards published in Switzerland, and there have



DESCENDING THE RAPIDS.

H. L. LUMMIS
DEC

W. H. L. LUMMIS
DEC

been frequent allusions to, and descriptions of it, written and published from that time to the present. The picturesque scenery of this spot also seems to have made a lasting impression upon French artists, as one of the finest paintings that greet the eye of an American on entering the Picture Gallery at Versailles, presents a view of these attractive wilds.

The first military post on Lake Ontario and the upper St. Lawrence was Fort Frontenac, which was established by the French under the direction of Count de Frontenac, in 1673, on the spot where Kingston now stands. During the French war, in 1758, this post was captured by an English army of 3,340 men, commanded by Col. John Bradstreet, who crossed over from Oswego. It then remained in English possession until surrendered again to the French, in whose possession it remained until a short time before the Revolution.

Fort Carleton, the ruins of which are seen upon the upper end of Carleton Island, just below Cape Vincent, was built under the direction of Gen. Carleton, as a British post, in 1777. During the Revolutionary war, and for some time afterwards, it was the principal military station on the lake. It was finally abandoned as a place of military defense in 1808. It remained in nominal possession of the British until the beginning of the war of 1812.

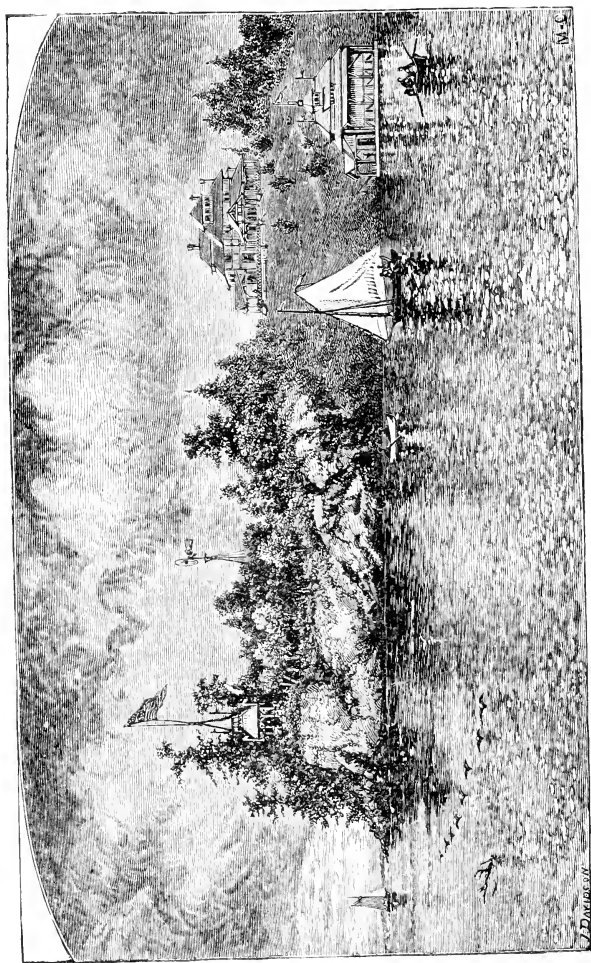
The boundary line between Canada and the United States was definitely settled in 1812. The first steamboat appeared on Lake Ontario and the St. Lawrence in 1817, causing great excitement and demonstration among the people along the shores. Its name was the Oneida.

In 1823 all the islands in the state between Ogdensburg, on the St. Lawrence, and Grindstone Island, in Lake Ontario, were granted to Elisha Camp, of Sacket's Harbor, and all titles within these limits must be traced to this proprietor. The Patriot War, which led to exciting military scenes and adventures on the St. Lawrence, occurred in 1837 and 1839. The British steamer, "Sir Robert Peel," was fired and burnt on the south side of Wells Island, on the night of May 29-30, 1838, and the "Battle of the Windmill" occurred at Prescott, in November of the same year, a memorable battle to the elder Crossmon, who was taken prisoner during the engagement, tried, and sentenced to be shot. Owing to his extreme youth, a respite was obtained, and he was afterward ransomed, thus barely escaping with his life.

The river cottages are numerous, and every year important additions are made to them. It is noticeable, that as time passes, the new ones constructed are made more and more elegant and improved.

PARKS.

The Thousand Island Park, of the Methodists, on the upper end of Wells Island, was started in 1873, and to its natural beauties have been added de-



DR. J. G. HOLLAND'S LATE RESIDENCE, BONNIE CASTLE.

lightful drives and walks ; a village of cottages, bath houses, and buildings for religious purposes and the accommodation of visitors. Here are held camp meetings, Sunday School, temperance and educational conventions every season.

Westminster Park was purchased in 1874 by a Presbyterian stock company, and has been rapidly improved, having now several miles of winding drives, and some fine buildings. This Park is at the foot of Wells Island and directly opposite Alexandria Bay, across a mile of water. In the midst of the ground is a high hill, to the top of which is a winding roadway. This hill is called Mt. Beulah, and is surmounted by a pentagonal chapel, which will accommodate one thousand persons and has a tower 136 feet high, presenting one of the best views of the river and islands.

Round Island Park belongs to a Baptist Association, which was organized in the summer of 1879. It occupies the whole of a large island, about two miles from Thousand Island Park. A number of lots have been sold, and on many of them cottages are to be built this season.

In brief, The Thousand Islands are developing rapidly. Every season the old visitors come back, and year by year new acquaintances rejoice in their beauty. It is indeed a fairy *kaleidoscope* of land and water, and the beautiful cottages give it the appearance of a sort of *rural* Venice.

FROM UTICA TO NIAGARA FALLS.

Returning to Utica from our pleasant excursion to Trenton Falls and the Thousand Islands, we resume our western route, passing through Oneida, Chittenango and Manlius to—

SYRACUSE, 148 miles from Albany, the most flourishing and enterprising city of Central New York. The Vanderbilt House is the finest hotel in the city.

Syracuse is the centre of the salt interest of the State. The principal railroad connections are with Binghamton and Oswego.

WATKINS GLEN, by the *Seneca Lake Steam Navigation Co.*, or at Canandaigua by the Northern Central Railway. A direct route from New York is *via* the Erie Railroad to Elmira and thence *via* Northern Central Railroad. Watkins Glen stands among summer resorts like a lyric among poems. It takes a firm hold upon our affections. As the Indians said of the State of Alabama—"here we rest"—so the tourist might well adopt their expressive phrase when he reaches this charming glen. This very valuable tract is the "exclusive" property of Mr. A. J. Michener, of Philadelphia, one

EXCELLENT SUMMER READING.

A ROMAN SINGER.

A Novel. By F. MARION CRAWFORD, author of "Mr. Isaacs," "Dr. Claudius," and "To Leeward." \$1.25.

"Of all Mr. Crawford's works the most interesting, captivating, and masterly is 'A Roman Singer.'"—[*The Week* (Toronto.)]

"Marvelous for its freshness, vivacity and vivid portrayal of Italian life, the best work and the highest flight of fancy Mr. Crawford has yet reached."—[*Providence Journal*.]

A COUNTRY DOCTOR.

A Novel. By SARAH ORNE JEWETT, author of "Deephaven," "The Mate of the Daylight," etc. \$1.25.

Miss Jewett is one of the best of the younger American writers. Her stories are always thoroughly interesting and wholesome.

PHEBE.

A. Novel. By the author of "Rutledge." \$1.25.

An American story in characters and incidents, told with so much life and spirit that it will be hailed as a special boon by novel readers. To a multitude looking for summer reading, this story needs no other recommendation than that it is by the author of "Rutledge."

THE AMERICAN HORSEWOMAN.

By ELIZABETH KARR. Illustrated. \$2 00.

An admirably practical book. The selection and management of a horse, all the details of equipment, every separate article of dress that the rider should wear, and the making of it,—all these are described specifically; and the book is made still more useful by illustrative cuts, the whole forming a manual of great value to any lady who would become thoroughly skillful in the equestrian art.

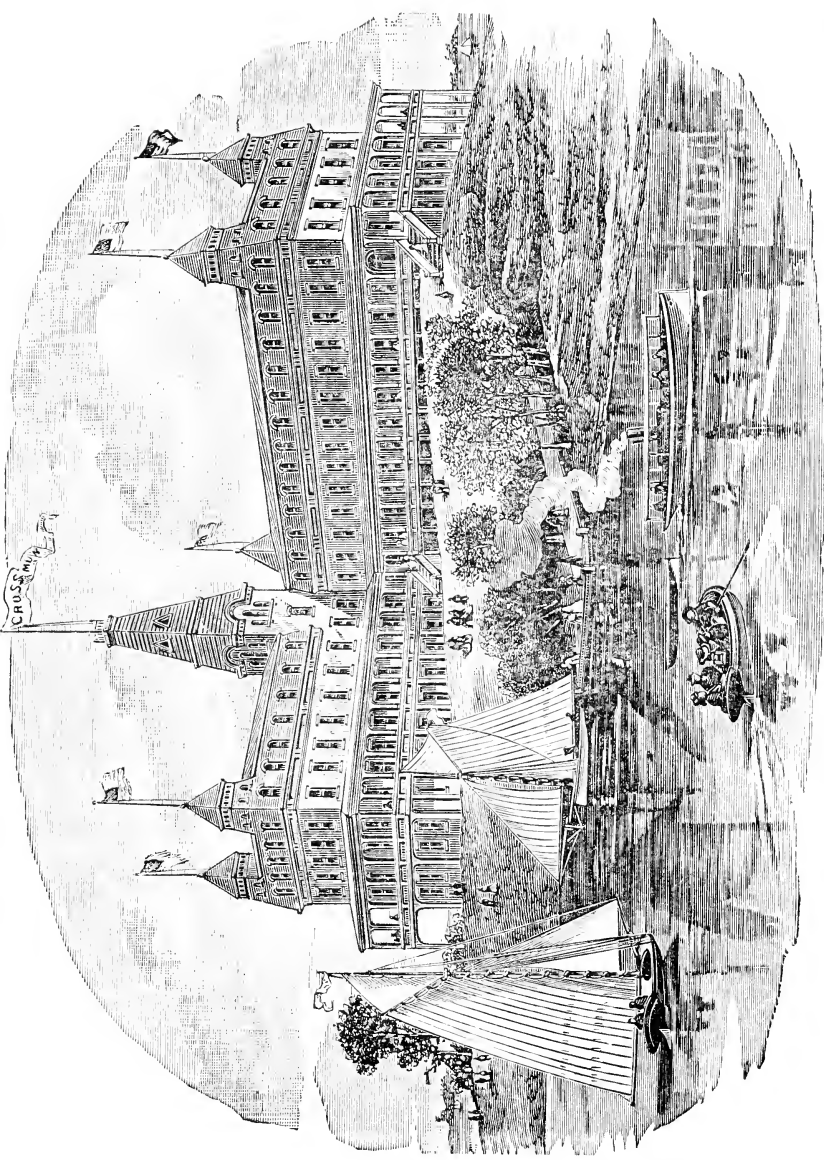
* * * For sale by all booksellers. Sent by mail, postpaid, on receipt of price by the Publishers.

HOUGHTON, MIFFLIN & CO., BOSTON.

of its former owners ; and we congratulate him and the public that he has obtained the control of both the hotel and glen. The hotel, the only one connected with this charming spot, occupies an elevation about 300 feet above the level of the lake. It is capable of accommodating about 250 guests, has been greatly enlarged, and is unexcelled for its neatness and general management. It is the determination of the new proprietor that every arrangement tending to the comfort, convenience, and amusement of his guests, shall be found here, and that persons seeking health, comfort, or pleasure, will find this a most desirable spot for a sojourn during the heated term.

The glen is situated near the head of Seneca Lake, between two ranges of mountains, which seem to have been torn asunder in its formation. It consists properly of a number of glens or sections, rising one above another, forming a series of rocky arcades, galleries, and grottoes, subterranean at times, and again widening out into vast amphitheatres, the grandeur and magnificence of which are indescribable. The general course is east and west, extending three miles, covering an area of about five hundred acres, with a total ascent of eight hundred feet. It forms the channel for a limpid stream which follows its eccentric course, making the descent from section to section by a myriad of cascades and rapids, the beauty and variety of which are unequaled.

One evening, not long ago, I had the pleasure of visiting the glen, and I know of no hotel that has a location so picturesque and poetic. I remember walking out upon the bridge and looking down among the shadows of the cliffs, and listening to the stream two hundred feet below. I remember, as if it were yesterday, being lulled to sleep by the unchanging but untiring music of falling water. I remember the kind hospitality of the proprietor. But this was only the foretaste of the pleasure that was reserved for the next day, when I "did the glen thoroughly" from end to end. It is impossible at this time to recall the names of all the amphitheatres and cascades in their order, but they will all be found in a finely illustrated and descriptive local Guide. As Grace Greenwood has well said, in a letter to the New York *Tribune*, in speaking of the glen : " We go leagues out of our way in foreign travel to see things far less worth seeing. Watkins Glen suggests Vaucluse in the pellucid clearness and sparkle of its water ; but instead of the dreary, blasted height above Petrarch's ' Fountain,' we have variegated, mossy, ferny rocks, the most lush and lovely foliage, and wild flowers in profusion. It faintly suggests the sombre, magnificent Pass of the Finstermünz, in the Tyrol, but is infinitely brighter and more varied. It suggests Trenton Falls, but is wilder and deeper. Most of all it suggests Bash-Bish, in old Berkshire—is, indeed, very like it—but is yet more picturesque and perilous."



THE CROSSMAN. ALEXANDRIA RAY N V — C. CROSSMAN & SON. PROPRIETORS.

The pure air of this mountainous region is conducive to health, and calculated to build up and reinvigorate the invalid ; and for nervousness and sleeplessness this delicious tonic, accompanied by the lullaby of the waterfalls in the glen, is a most healthful soporific.

There are good roads over which pleasure-seekers can enjoy delightful drives through this undulating and picturesque country, interspersed with beautiful lakes and glens, the nearest and most attractive of the former being Seneca Lake, forty miles long, and varying in width from one and a half to five miles, and which is within half a mile of the entrance to Watkins Glen. The shores of this remarkably interesting body of water are lined on either side with neat and pretty villages, well-tilled farms, large and valuable vineyards producing every variety of grape, cozy retreats, immense waterfalls, high bridges, etc.

At a distance of about three and a half miles is Havana Glen, a beautiful and interesting freak of nature, considered so well worthy a visit that a coach to carry tourists from the Glen Mountain House, to explore its marvellous beauties, leaves twice each day, returning in time to connect with all trains and steamers.

Resuming our western trip, the next point of interest is—

ROCHESTER, the finest city of Western New York, and, in many particulars, the finest in the state. It is now especially attractive to the tourist, for it is the happy possessor of one of the most superb hotels on the continent—the new Powers Hotel. We doubt if there is between the two oceans a more complete and attractive hotel, when we take into account the Powers Block, the Powers Hotel, and the Powers Art Gallery, so connected and arranged that they are practically one building.

The building contains over three hundred rooms, is 160 feet on Main Street, and has an average depth of 161 feet ; so we may say that the hotel is 161 feet square. It is seven stories high, including pavilions—one in the centre and one on each corner of the principal front. The plan of the building is substantially a hollow square, with court in centre, the lower part having a glass roof, covering what is called “The Exchange,” or hotel office. This exchange is 65 by 75 feet, including the grand staircase with elegant Tennessee marble wainscoating and Italian marble flooring. It is in the centre of the building, and may quite properly be called the “hub,” as all the principal rooms seem to radiate from it. The principal entrance to “The Exchange,” or office, is from Main Street, and is sixteen feet wide and sixty feet long, with attractive and unique porticos. The reception-rooms, the dining-rooms, the sleeping-rooms are elegantly furnished. Messrs. Buck & Sanger, the successful mana-

THE THOUSAND ISLANDS.

THE CROSSMON.

THIS large House has been refurnished since last season.

It contains an ELEVATOR, BATH ROOMS with hot and cold water on every floor, and is lighted throughout with gas.

Send for an ILLUSTRATED CIRCULAR, containing a short history of the Thousand Islands.

Address,

C. CROSSMON & SON,

Alexandria Bay, N. Y.

gers for four years of the old Osburn House, had an undisputed claim upon the new "Powers," and the hotel rightly rejoices in their management. They have furnished the house at their own expense, and have done it consistently with the elaborate workmanship of the hotel itself. The directors of the company show that the great enterprise enlisted the best men of Rochester, viz. : D. W. Powers, Patrick Barry, George Ellwanger, Joseph Curtis, B. D. McAlpine, S. D. Walbridge, Samuel Wilder, Asa T. Soule, E. H. Vredenburg, Charles J. Burke, Frederick Cook, A. S. Mann, J. DeWitt Butts.



Absolutely Fire-proof.

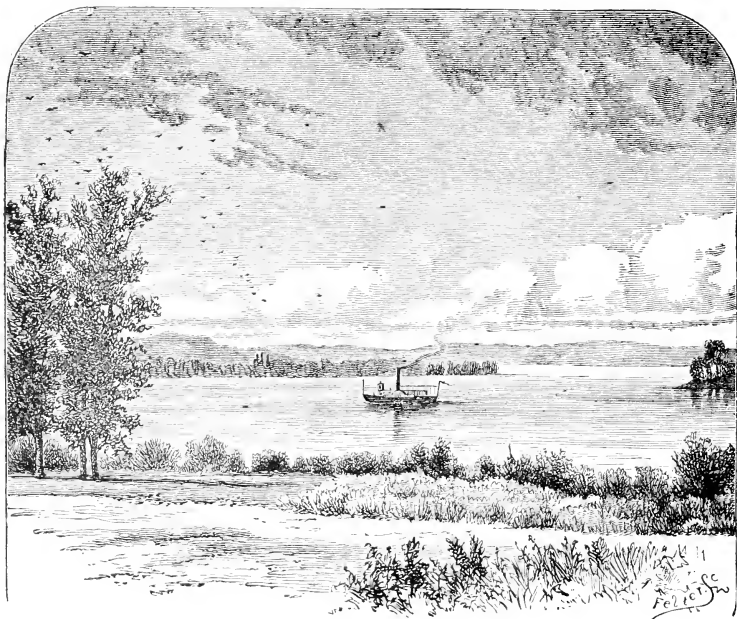
POWERS HOTEL.

BUCK & SANGER, PROPRIETORS.

The hotel is thoroughly fire-proof. It is so thoroughly built in this regard that no insurance is required. There are several hotels in the country advertised as thoroughly fire-proof ; this is the only one that we know of which endorses its own advertisement by saying, "We desire no insurance." Rochester can indeed feel proud of her new achievement. One thing is sure : No person who visits this hotel will accuse us of exaggerating its merits.

CHAUTAUQUA.—From Rochester, or Watkins Glen, one of the pleasantest trips that can suggest itself is an excursion to Chautauqua. The lake is nine miles south from Lake Erie, and 750 feet above it. It is midway between New York and Chicago ; three hours' ride by rail from Buffalo ; five hours' from Cleveland ; nine hours' from Pittsburgh ; fourteen hours' from Cincin-

nati ; sixteen from Philadelphia ; eighteen from New York ; nineteen from Baltimore ; twenty from Washington ; twenty-one from Chicago, and twenty two hours' from St. Louis. Its elevation is fourteen hundred feet above the ocean. The lake is about twenty miles in length, and steamboats "first-class" pass over it almost hourly, touching at all points, and connecting at either end with all trains of the different railroads. The public and private buildings alike show the enterprise of the founders.



CHAUTAUQUA LAKE.

What is the hotel Atheneum ? The hotel Atheneum was completed last year, at a cost of \$125,000. Its plan and its administration are, like all the other attractions, unique. Large and imposing as the structure is to outside appearance, yet, owing to the peculiar conformation of the ground, not one of its floors, except those of the tower, are more than a single flight of stairs from

a ground-floor entrance. It is supplied with gas, electric lights, electric bells, elevator, baths, telegraph office, news-stand, barber shop, etc. It is safe to say that there is not in the country a hotel building so well arranged for expeditious and economical management, and for the comfort and convenience of its guests, as the Hotel Atheneum.

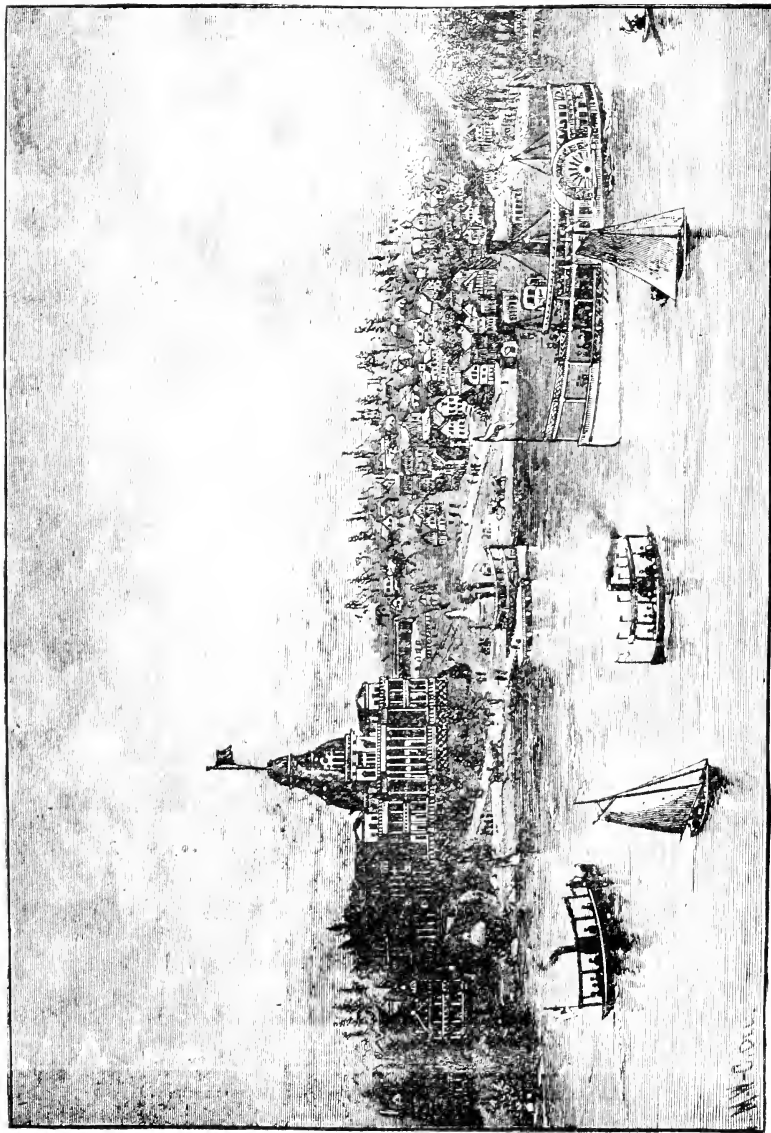
The effect of this well-appointed, brilliantly-lighted hostelry, with its throng of guests, in the midst of the primeval forest, is itself unparalleled. It is, in fact, metropolitan life in the woods, and enables its guests to enjoy all the comforts of civilization, while roughing it in the forest. The sojourner at Chautauqua is offered a combination of privileges, such as never before were brought together in one place ; field and aquatic sports ; contact with Nature



MODEL OF HOLY LAND.

in her loveliest forms ; intellectual and artistic entertainments of unusual amount, variety and quality ; opportunity for pure rest, hard study, or for a happy medium ; sanitary conditions better than exist in any city or pleasure resort on the continent ; regulations as to order of the highest moral tone ; and a first-class hotel ; and all at rates lower than those charged elsewhere for first-class hotel board alone, and without any of these expensive attractions. Indeed, if all that is furnished for a given sum be counted, nothing like the cheapness of Chautauqua life was ever known.

There are several hundred cottages on the grounds, some of them very beautiful and capacious. Among the interesting models, we mention the " Model of the Holy Land," three hundred feet in length, lying on the border of Chautauqua Lake, which represents the Mediterranean Sea ; a " Model of the Jew-



CHAUTAUQUA, ON CHAUTAUQUA LAKE.

ish Tabernacle;" Wythe's "Model of Jerusalem;" a section of the Great Pyramid, etc.

The museum contains a magnificent cast of one of the two great panels of the Arch of Titus, at Rome, also of the Moabite Stone, the Siloam Inscription, the Assyrian Winged Bull, and Winged Lion, with other important and costly additions; beautiful photographs of Egypt with Western Asia Inscription—rare volumes—from the British Museum; Assyrian Statuettes, a full collection of clothing of Moslem, Bedouin Sheikhs and Arab women, etc., etc.

The Chautauqua Literary Scientific Circle Scheme, (more generally known as the "C. L. S. C.") consists of a four years' course of reading and study, so planned as to embrace the principal subjects of the College curriculum. The subjects are so arranged that all the four classes pursue them the same year; so that the same subjects constitute the studies of the *first year* of one class, and of the *second year* of another class, and so on. The flexibility of the plan is such that it admits either individual or associated study. Others find it helpful to unite in "Local Circles," which now aggregate almost a thousand, and are of all sizes, from three members to several hundred.

The recreations and attractions at Chautauqua are rowing, fishing, sailing, bathing, roller-skating, stereopticon exhibitions, the illuminated fleet, the electric fountain, beautiful fireworks, fascinating lectures, superior concerts, the Athenian watch fires, the children's camp-fire, pic-nics, German camp-fire, and the grounds and woods lighted at night by the electric light, etc., etc. It is, in brief, a live intellectual institution, the pulse of whose heart throb is felt in almost every township in our country. The "acorn of an idea," planted a few years ago among the groves of Chautauqua, by Hon. Lewis Miller and Dr. J. H. Vincent, is already a vigorous oak. In William A. Duncan, recently elected as Superintendent of the Grounds, and Secretary of the Hotel Company, Chautauqua has a devoted, generous, and faithful supporter.

The *Monthly Chautauquan*, published by the Rev. Mr. Flood, Meadville, Pa., is an ably-conducted magazine; and the *Daily Chautauquan*, also published by him during the summer session at the lake, mirrors accurately each day's proceedings.

All hail, Chautauqua! May thy influence continually widen and spread!

From Chautauqua, as our map indicates, there are several pleasant routes to Buffalo and—

NIAGARA FALLS.—We have spoken of the Empire State as being rich in natural beauty. The State is full of the quaintest angles and bay-windows. Nature seemed to have the design all her own way, and it seems as if Chautauqua and Niagara Falls were beautiful pictures set up, as it were, on easels here

HARPER'S PERIODICALS.

HARPER'S MAGAZINE.

An orchard of choice fruits and a garland of beauteous flowers.
—*N. Y. Sun.*

HARPER'S WEEKLY.

HARPER'S WEEKLY is not excelled by any like publication in this or any other country.—*Boston Transcript.*

HARPER'S BAZAR.

HARPER'S BAZAR is a repository of current thought, event, and society, on which labor and capital have both expended their best efforts.—*Observer, N. Y.*

HARPER'S YOUNG PEOPLE.

HARPER'S YOUNG PEOPLE has come to be the leading paper for juvenile readers.—*Troy Budget.*

HARPER'S PERIODICALS FOR 1884.

HARPER'S MAGAZINE, one year,	\$4.00
HARPER'S WEEKLY, one year,	4.00
HARPER'S BAZAR, one year,	4.00
HARPER'S YOUNG PEOPLE, one year,	2.00

Address,

HARPER & BROTHERS,

Franklin Square, New York.

and there in the corners to fill out the plan. And, while we delight in the good management and enterprise of Chautauqua, we also delight in the fact that the State of New York has respect for Niagara Falls, and contemplates converting it into an elegant park.

During the last two years the surroundings of the Falls have been greatly improved on the American side, and a fine park enclosed, and laid out in walks. It was quite the thing to do, and the improvement is worth more than the extra quarter the owner demands. It is now secure, even for children and absent-minded lovers. The walled battlements present safe stand-points which command the finest views. This project at first created quite a sensation among the rural people near Niagara, but now it is universally conceded to be a great benefit, especially to tourists and travelers who appreciate the comforts of civilized life.

The American Fall (900 feet across, 164 feet high) is only a short distance from the village. We have seen pictures of these Falls, from Church's masterpiece to the hastily engraved cut of a guide-book. We all have an idea how the Falls look, but they never speak to us until we have looked over that deep abyss, and up the stream which ever rushes on, like an army to battle, and down the crowded chasm, where the black waters have worn their passage, through the silent, unknown centuries. One-eighth of a mile below these Falls is the new Suspension Bridge, the longest in the world—1300 feet in length, the towers 100 feet high, and cables 1800 feet long. This carriage and foot-way was long needed, and now not only presents a fine view of the Falls from every standpoint, but affords the most convenient route to the views on the Canada side. It was opened to the public January 4th, 1869. Goat Island, the natural Central Park of the Falls, is connected with the American side by a bridge. The area of the island is about sixty acres. In our hasty sketch we will, however, only name the places to be visited, leaving the description to the local guide books. The Cave of the Winds, with its magnificent curtain of changing beauty, the Rainbow, the Whirlpool Rapids, reached by the Double Elevator. This is one of the points about Niagara *to be seen*. It was only last season that we added it to our Niagara Bill of Fare, and we wish to emphasize its wild beauty and grandeur.

Terrapin Bridge and Prospect Tower overlook Horse Shoe Falls (about 1,900 feet wide, and 158 feet high). On the Canada side the principal points of interest are Table Rock and the broad Causeway, where one can feel all the glory of Niagara, and where Mrs. Sigourney wrote those expressive lines—

“ God has set
His rainbow on thy forehead, and the clouds
Mantled around thy feet.”

Burning Spring is about a mile above Table Rock, near the river edge. Not far from this the battle of Chippewa was fought, July 5, 1814. And also, a mile and a-half from the falls, is the battle ground of Lundy's Lane. The Suspension Bridges, two miles below, are triumphs in art; the Whirlpool is about a mile below these bridges. Many writers have attempted to describe Niagara, but in every description there is something lacking. We can give its dimensions, its height and breadth, and point out the places to be seen; but there is a *Unity* about Niagara which can only be felt. It makes one wish that David could have seen it, and added a new chapter to the Psalms.

Some tourists have avoided Niagara on account of alleged various impositions. But a few precautions will insure him against annoyances. As to carriages, if needed, make a clear bargain with the driver. If this is duly observed, there need be no fear of imposition, at least on the American side. We have seen some strange and really funny things on the Canadian side. We have in mind one individual fleeing from the coming wrath of an exorbitant hackman, and the driver in hot pursuit. We will also say: Mark out your line of travel for the day, and don't be gullied by useless museums.

One of the bright, spicy Guide-Book men of the St. Lawrence presents a "fifty-cent" plan for visiting the Falls, which we copy verbatim, for its wit and point:

Stop at Buffalo at the Tiff House, and after breakfast take the train for Niagara Falls. "Arriving at the depot, pass out the front door. Here you must not be only deaf but dumb, and pay no attention to anyone, but turn to the right and proceed down the street until you come to the entrance to the Prospect Park; turn to the right and the walk will lead you to the new Suspension Bridge. Pay your fare over (which is twenty-five cents), enjoy all the sights of the Falls and river while crossing, and when you arrive on the Canada side you are still deaf and dumb, remember. Proceed down the roadway on the left to the bed of the river; there you take the ferryboat, by paying twenty-five cents more, which lands you on the American shore. You can take the inclined railroad to the top of the bank, and you are in Prospect Park. Look this delightful spot all over, and when it is time, pass out of the centre gate and proceed to the depot, where the train in waiting will take you back to Buffalo in time for dinner."

The expense of Niagara is, therefore, reduced to a minimum; and we are sure there is not fifty cents worth of better scenery on the continent.

LIST OF ADVERTISEMENTS.

PAGE.

Rensselaer Polytechnic Institute.....	1
Bryant Literary Union.....	1
Travelers Insurance Co.....	2
Overlook Mountain House.....	48
Tremper House.....	50
Hotel Kaaterskill.....	57
Irving House, Catskill, N. Y.....	63
Catskill Mountain House.....	65
Delaware & Hudson Canal Co.'s R. R.....	76, 78
United States Hotel, Saratoga Springs, N. Y.....	80, 82
The Adelphi, Saratoga Springs, N. Y.....	84
The American, Saratoga Springs, N. Y.....	86
Congress Spring Mineral Water.....	91
Adirondack Company's Railroad	92
Lake House, Lake George, N. Y.....	100
Lake View House, Ausable Chasm, N. Y.....	108
Windsor Hotel, Montreal.....	118
Appletons' Guide Books.....	119
Pavilion Hotel, Howe's Cave, N. Y.....	120
New York, West Shore & Buffalo Railway.	127
Remington Armory.....	128
Houghton, Mifflin & Co.....	138
The Crossmon, Thousand Islands.....	140, 142
Powers Hotel, Rochester, N. Y.....	143
Harper's Periodicals.....	148
The Tift House, Buffalo, N. Y.....	152
Kennard House, Cleveland, O.....	153
Seventh Avenue Hotel, Pittsburgh, Pa.....	154
St Denis Hotel and Restaurant, New York..	155
Cosmopolitan Hotel, New York.....	156
Grand Union Hotel, New York.....	157
Brevoort House, New York.....	158
The Delavan, Albany, N. Y.....	159
Morgan House, Poughkeepsie, N. Y.....	160

PAGE.

United States Hotel, Newburgh, N. Y.....	161
Mansion House, Albany, N. Y.....	162
Ocean House, Newport, R. I.....	163
The Continental, Philadelphia, Pa.....	164
Wissahickon Inn, Philadelphia, Pa.....	165
The Vendome, Boston, Mass.....	166, 167
Profile House, White Mountains.....	168, 169
West Point Hotel, West Point.....	170
West Point Stages.....	170
Drs. Strong's Remedial Institute, Saratoga..	171
Hygienic and Turkish Bath Hotel, N. Y....	172
Utica & Black River R. R. Back of Map and	173
Rondout Line of Steamboats.....	174
Catskill Line Steamers.....	175
New Haven Steamers.....	176
Citizens' Steamboat Company.....	177
Erie Railway.....	178
Catskill Mountain Railroad.....	179
Albany Day Line Steamers.....	180
Devlin & Co.....	181
Lovell's Library.....	182
The Frank Leslie Publications.....	183
The Baldwin House, Newburgh, N. Y.....	184
The Century Magazine	185
Loeffler's Celebrated Views.....	186
Rogers' Groups	187
Excelsior and Clipper Lawn Mower.....	188
Fairbanks' Standard Scales	189
Adriance, Platt & Co.....	190
White Mountains and Lake Resorts, back of Map	
Steinway & Sons.....	back of Map
Fall River Line.....	back of Map
M. Miller, Optical Goods.....	1st Inside Cover
Tarrant & Co.....	3d Inside Cover

TIFFT HOUSE, BUFFALO, N. Y.

E. D. TUTHILL & SON, PROPRIETORS.

BUFFALO has a fine commercial location at the foot of Lake Erie, on the main line of the New York Central Railroad, (an hour's run from Niagara), with six railroads centering in the city. Its main streets and thoroughfares are well laid out, and the fine buildings show enterprise and prosperity.

The Tift House, on Main street, is by far the finest hotel in the city, and by right of excellence forms a link in the chain of the best hotels herein indicated from New York to Chicago.

From Niagara tourists may make the round trip to Montreal, Lake Champlain, Lake George, and Saratoga, or the still longer round trip to Montreal, the Green and White Mountains, and so to New York, *via* Portland and Boston. Tourists taking either of these trips have *two routes* to Montreal—one *via* the Grand Trunk Railroad, the other *via* boat down the Lake and St. Lawrence. The rapids and Islands are interesting features of the route, as indicated in our description of the Thousand Islands.

KENNARD HOUSE.

D. McCLASKY, Proprietor.

CLEVELAND.—The routes to the Great West *via* the Hudson Day Boats, the West Shore Railroad, or the New York Central, pass through no finer city or none more interesting to the traveler. It was originally settled by persons from New Haven, and we see the mother's beauty inherited by her fair daughter; in fact, the public squares and noble avenues are the finest in the land. The tourist should make this his resting-place on the way to Chicago, and take a drive on "Euclid Avenue." This avenue is pronounced by many travelers the finest in the world. For two miles it presents an unbroken vista of all that is pleasant in trees, shrubbery, and architecture. The drive to the Cemetery and the outlook from that point upon Lake Erie are well worthy a visit.

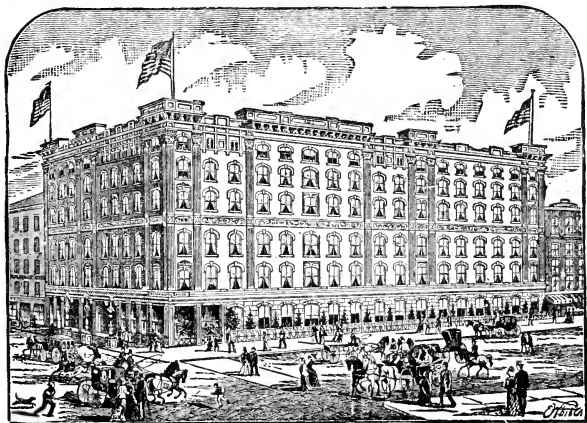
The finest hotel is the Kennard House, where the traveler will find everything for his comfort and convenience. It is a first-class house in every particular. The only Hotel in Cleveland with an elevator, and its popular proprietor is known from New York to San Francisco.

SEVENTH AVENUE HOTEL, PITTSBURG.

ELIAS J. UNGER, Proprietor.

PITTSBURG.—In connection with Buffalo and Cleveland, we do not regard it out of place to introduce another western outpost, viz., Pittsburg—248 miles from Harrisburg, 345 from Philadelphia, 444 from New York. This city was incorporated as a borough in 1804, and a city charter was granted in 1816. Steam navigation in 1811 made her the centre of a large trade, and her growth was sure even before she was known as the Iron City. Allegheny City, on the west side of the Allegheny River, is connected with Pittsburg by three fine bridges. The city reminds one something of Glasgow, and is still beautiful, though smoke-stained by the soft coal here used in the iron works and in private residences. It is said there is no more healthful city in America. The public buildings are numerous and imposing. The educational facilities good, and in every particular deserves to rank second to Philadelphia. The best hotel is the Seventh Avenue Hotel. It is centrally located, only five minutes' walk from the depot, and is now flourishing under the care and direction of a well-known and deservedly popular landlord, formerly of the Keystone Hotel Company.

WILLIAM TAYLOR'S St. Denis Hotel and Restaurant



Broadway, corner of Eleventh Street,
NEW YORK.

The location of this hotel is the most central in the city, of easy access from all the principal depots and ferries, being especially convenient to all the leading retail stores and places of amusement. The Hotel has been very much improved by the addition of a first-class

PASSENGER ELEVATOR.

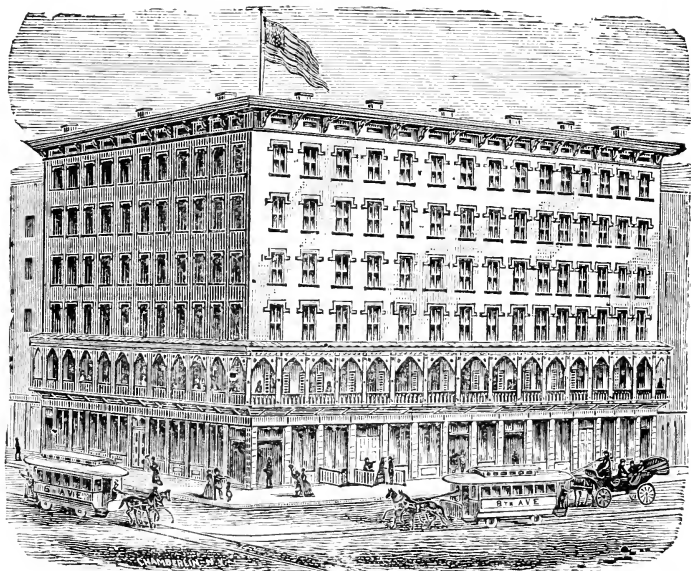
**THE ROOMS ARE COMMODIOUS AND WELL VENTILATED,
AND EVERY DEPARTMENT OF THE HOUSE AMPLY PROTECTED
AGAINST FIRE.**

The Restaurant which, under the name of

“TAYLOR'S RESTAURANT,”

has acquired a National reputation, is conducted in connection with the Hotel, and special care is always taken to preserve its excellent Cuisine, and reasonable prices.

WILLIAM TAYLOR, Proprietor.



COSMOPOLITAN HOTEL,

EUROPEAN PLAN,

Cor. Chambers St. and West Broadway, N. Y.

FIRST-CLASS ACCOMMODATIONS FOR 400 GUESTS.

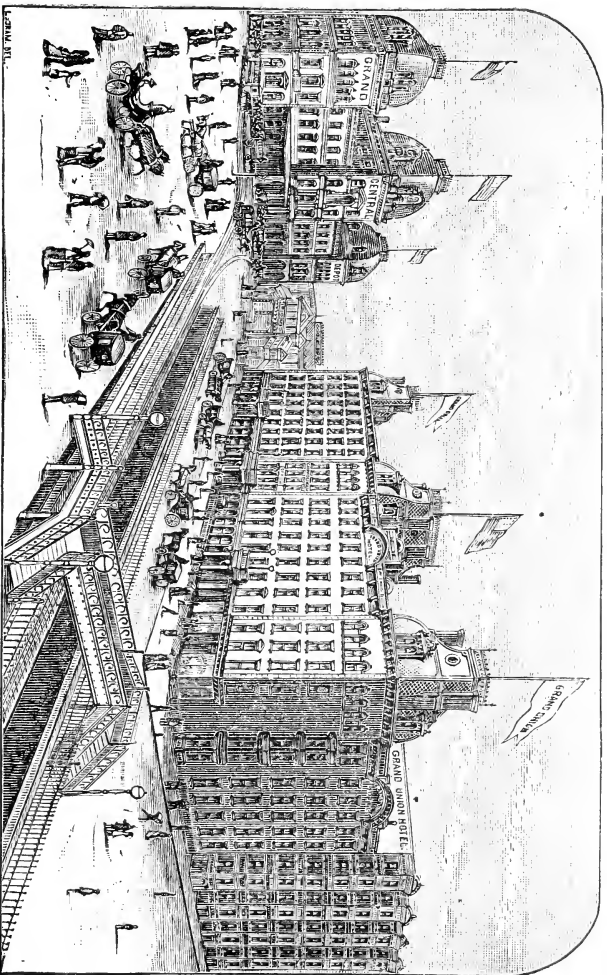
This Hotel has been recently fitted up for the comfort, safety, and convenience of its Guests.

It is centrally located, the principal City Railways pass the door, is five minutes' walk of the New Jersey Central, Pennsylvania, Delaware, Lackawanna and Western, and Erie Railroads, all Hudson River Steamboats; within fifteen minutes' ride of Grand Central Depot and Central Park by Elevated Railroad. From Albany Day Boats, take West St. cars to Chambers St., two blocks from Hotel. An Otis Brothers' Elevator carries guests to every floor, rendering all rooms easy of access. The house contains a Barber's Shop with range of Baths, a Railroad Ticket Office, where Tickets may be obtained at the same prices as at the depots, a Billiard Room, and a News Office for the sale of Daily and Weekly Papers, Periodicals, Etc. Rooms, \$1.00 per Day, and upwards.

Rooms, for two, \$1.50 per day and upwards, according to Location of Rooms.

N. & S. J. HUGGINS, Proprietors.

FIRST-CLASS RESTAURANT, AT POPULAR PRICES



GRAND UNION HOTEL—Opposite Grand Central Depot, New York City.

Travelers, Tourists and Families arriving at Grand Central Depot to visit Saratoga, Niagara, White Mountains, Long Branch, or other Summer Resorts, save \$3.00 carriage hire by stopping at this Hotel, and their baggage transferred to and from said depot to this House in ten minutes, free of expense. 613 Rooms, fitted up at a cost of One Million Dollars—European Plan, \$1.00 per day and upwards. Elegant suites for families. Dining Room, Restaurant, Cafe, Lunch and Wine Rooms supplied with the best at moderate prices. Families can live better for less money at the Grand Union than at any other first-class hotel in the city.

W. D. GARRISON, Manager.



• BREVOORT • HOUSE •



→ • FIFTH • AVENUE • ←

Near Washington Square,

NEW YORK.



*A quiet Hotel, with a Restaurant of peculiar excellence ; its patrons
are of the best families of this country and Europe.*

C. B. WAITE,

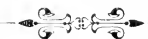
Proprietor.

THE DELAVAN

ALBANY, N. Y.



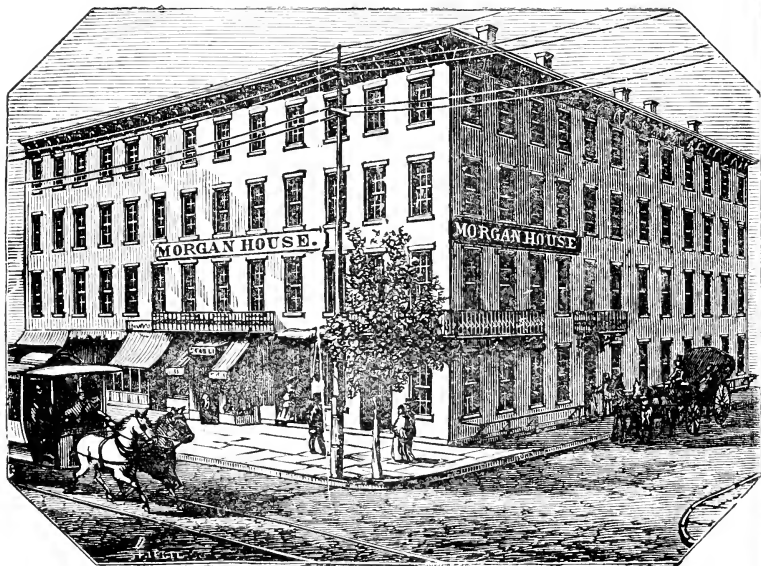
The Largest and Best Hotel in Albany.



*Near the New York Central and Hudson River, Boston and
Albany, Delaware and Hudson, and all other Railways.*

T. ROESELLE & SON,

PROPRIETORS.



Morgan House,

POUGHKEEPSIE, N. Y.



In the heart of the City—Corner of Main and Academy Streets.



Horse-cars from Day-Boat Landing, and from Hudson River and Poughkeepsie and Eastern Depots pass the door of the Hotel.

J. C. GRIGGS, Proprietor.

Tourists will find the Morgan House the most convenient and the pleasantest in the City.

UNITED STATES HOTEL,

NEWBURGH, N. Y.

THOMAS DARCY, Proprietor.

*The only First-Class Hotel in Newburgh. Accommodations for 200
Guests. Situated near the Steamboat Landing. Newly
Rebuilt and Newly Furnished. In full view of the
Hudson River. Only Six Blocks from
Washington's Headquarters.*

Passengers have time to take dinner and return by afternoon Steamer.
Dinner served on arrival of all Steamers. First-class in all its appointments,
and at popular prices.

The excursionist, in taking dinner at this Hotel, will have an opportunity to
enjoy the Hudson Highlands and the beautiful Bay of Newburgh.

MANSION HOUSE,

Corner Broadway and Hudson Avenue,

ALBANY, N. Y.

W. THOMPSON, Proprietor.

One Block and a-half from Steamboat Landing,

And on the direct route to all the Railroad Depots, which are only one and a half blocks north of the House. You do not need to take any of the so called "Free Omnibuses"; we are so near the Depots and Boats we need no Omnibus.

Our Terms are only \$2 per day—not \$3 or \$4—and on settling your bills there are no "extras" for Omnibus Fare or Porters.

The Proprietor will spare no pains to make the traveling public comfortable, and the House home-like, and those who desire a comfortable and pleasant stopping-place will find it at this House.

The Proprietor only desires to accommodate those who desire a good, substantial Hotel and pleasant Rooms, as the price will intimate—not those who prefer snow to comfort.

This House has been newly furnished and refitted throughout, and in connection will be found

Barber-Shop, Billiards, Bath-Room and Bar.

WARM SUPPER FOR FIFTY CENTS

On the arrival of the Boat, and ample time left to reach
SARATOGA and NIAGARA TRAINS.

OCEAN HOUSE,

NEWPORT, R. I.

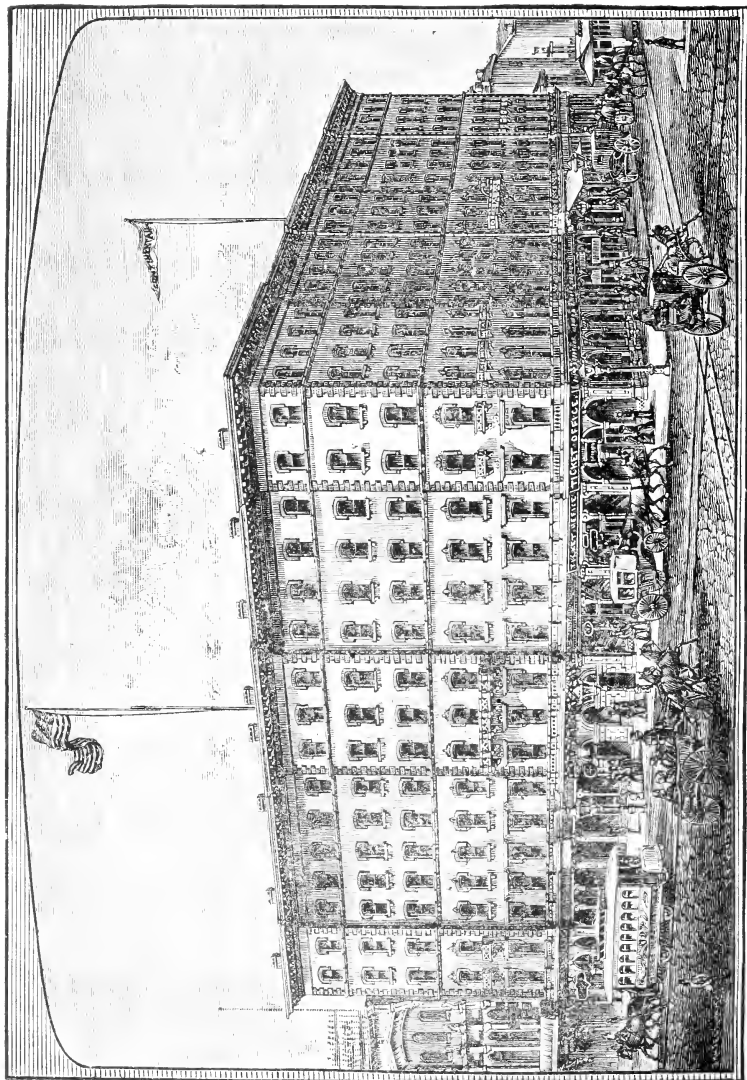
JOHN G. WEAVER & SONS,

PROPRIETORS.

OPENS JUNE 25, 1884.

THIRTY-NINTH SEASON.

 WITHIN ONE HUNDRED FEET OF THE
NEW CASINO.



J. E. KINGSLEY & CO.

THE CONTINENTAL.

CHESTNUT ST., COR. 9TH, PHILADELPHIA.

NEW
SUBURBAN
HOTEL

—AT—
CHESTNUT HILL, PHILA.,

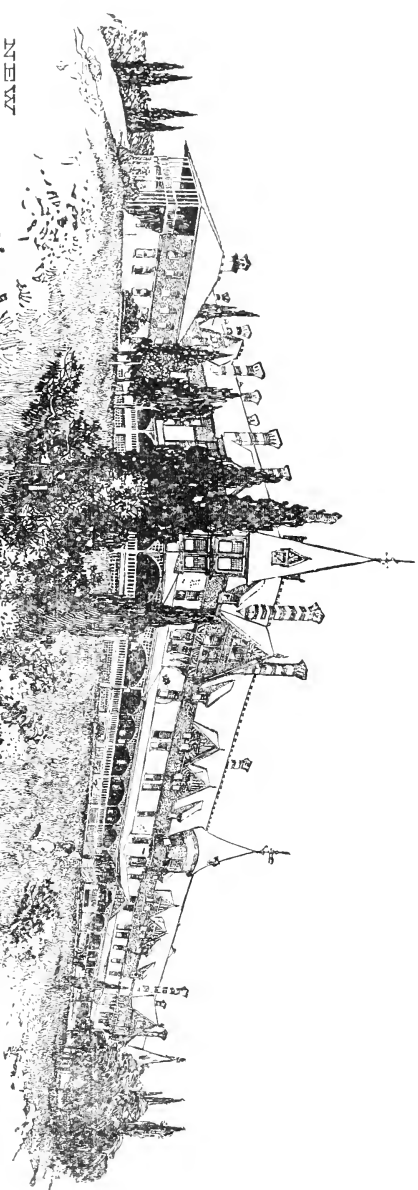
CALLED

WISSAHICKON INN.

UNDER PERSONAL MANAGEMENT OF

J. E. KINGSLEY & CO., Props. of The Continental, Phila.

TO BE OPENED MAY 31, 1883.



WISSA-

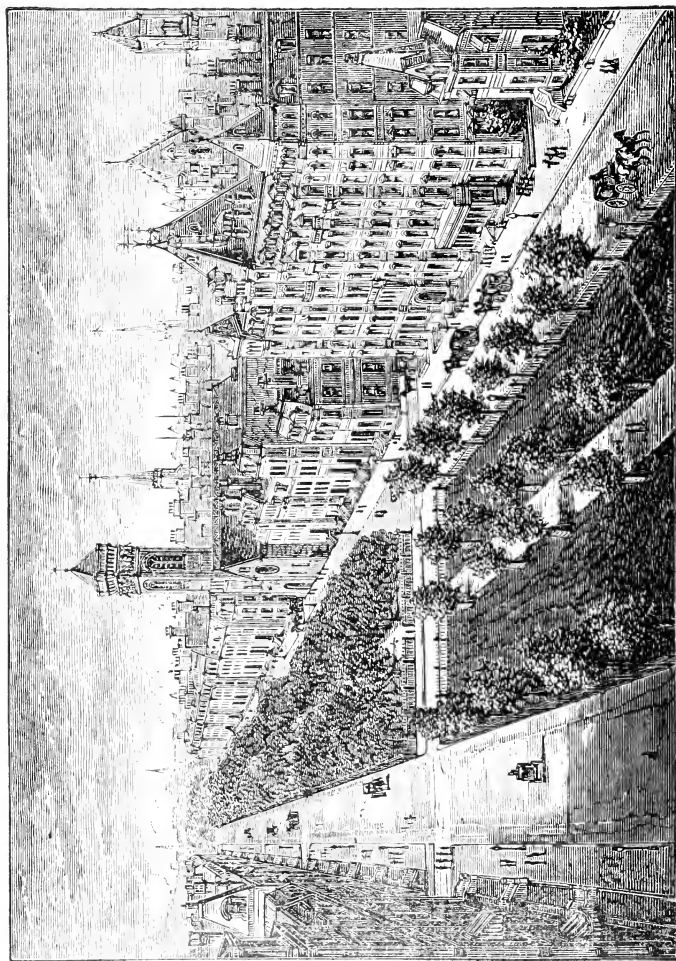
HICKON INN

is only half a mile from
the famous

WISSAHICKON
DRIVE.

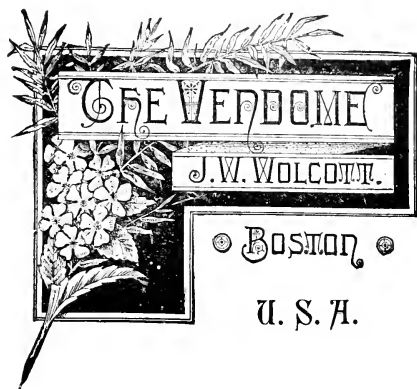
Nine miles in distance and 20 minutes in time from
D. & C. Station, Phila.

A brief Sketch of the Historical and
Legendary associations of this romantic re-
gion will be mailed on application.



COMMONWEALTH AVENUE, Showing the Brattle-square Church and the Vendome.

BOSTON'S PALATIAL HOTEL.

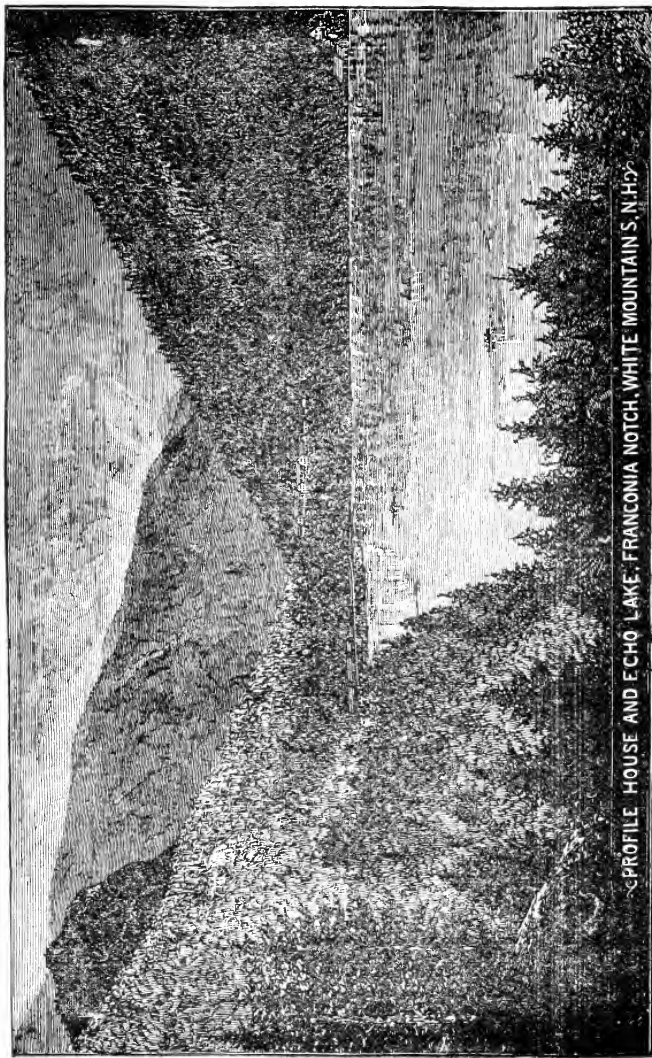


Commonwealth Avenue and Dartmouth Street.

Conveniently Situated, Delightfully Surrounded, Grand
in the Exterior, Elegant in the Interior,
all Modern Conveniences.

IT IS THOROUGHLY FIRE-PROOF.

J. W. WOLCOTT,
Proprietor.



~C~PROFILE HOUSE AND ECHO LAKE, FRANCONIA NOTCH, WHITE MOUNTAIN S. N. H. 2

Profile House,

FRANCONIA NOTCH, WHITE MOUNTAINS, N. H.

Taft & Greenleaf, Proprietors.

OPEN FROM JUNE 20TH TO OCTOBER 1ST.

Post-office Address: Profile House, N. H.

How to Reach the Profile House.—*All-rail*, and through in one day from Boston Newport, New York, Saratoga, Lake George, Montreal, Quebec, Portland, etc.; via Profile & Franconia Notch R. R. from Bethlehem Junction; or by DAILY STAGES via Flume House to new Pemigewasset Valley R. R. at North Woodstock, ten miles distant.

✻ EXCURSIONS ✻

OBSERVATION WAGONS THROUGH THE NOTCH TWICE DAILY

—FOR—

Old Man of the Mountain, Flume, Pool, Basin

AND ALL POINTS OF INTEREST.

Guests, by taking the morning train on the Profile & Franconia Notch Railroad, can visit the summit of MT. WASHINGTON, or go through the WHITE MOUNTAIN NOTCH to NORTH CONWAY, or visit JEFFERSON or BETHLEHEM, and returning, reach Profile House by rail same day.

Good Bridle and Foot Paths to the summit of Lafayette, Cannon and Bald Mountains; also, pleasant walks to the Cascade and Echo and Profile Lakes. Upon Echo Lake a small Steamer, and upon both Lakes safe row-boats, can be had.

The Stables are supplied with the Best of Livery and Saddle Horses.

WEST POINT HOTEL,

(GOVERNMENT HOUSE),

WEST POINT, N. Y.

The only Hotel on the Post, and open
throughout the year.

ALBERT H. CRANEY.

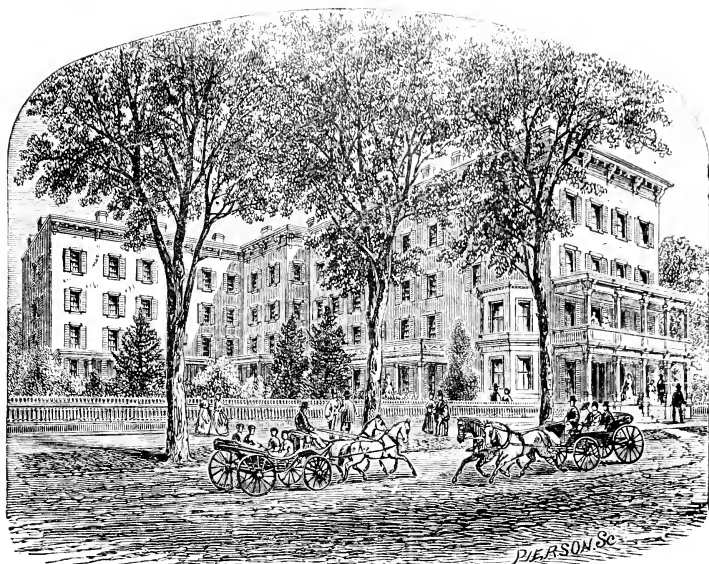
WEST POINT STAGES.

J. DENTON & SON, Proprietors.

Fare to and from Hotel and Grounds,

25 CENTS.

HEADQUARTERS AT THE WEST POINT HOTEL.



DRS. STRONG'S REMEDIAL INSTITUTE, SARATOGA SPRINGS, N. Y.

POPULAR SUMMER RESORT. Open all the Year. Receives patients or boarders permanent or transient. Location very pleasant, quiet, and within five minutes' walk of the large hotels, principal springs, Congress Park, and other sources of attraction. Desirable rooms, extensive piazzas, ample grounds. **Table and appointments first-class.**

The bath department is complete and elegant, affording the only **Turkish, Russian, Roman and Electro-thermal Baths in Saratoga.**

Genial, cultured society and a pleasant home are always found here. It is the resort of many eminent persons for rest and recreation. Among its patrons and references are Rev. THEO. L. CUYLER, D.D., Brooklyn; Rev. CHAS. F. DEEMS, D.D., N. Y.; Rev. C. C. "Chaplain" McCABE, Chicago; Bishops SIMPSON and ROBERTSON; Hon. F. C. SESSIONS, Columbus, O.; J. M. PHILLIPS, M. E. Book Concern, N. Y.; JAS. MCCREERY, N. Y.; Ex-Gov's WELLS, (Va.), PAGE, (Vt.); Pres't RUSSELL D. HITCHCOCK, Union Theol. Sem.; T. STERRY, LL.D., Montreal; Judges REYNOLDS, (Brooklyn), DRAKE, (Washington), BLISS, (Mo.); Med. Profs. ARMOR, (Brooklyn), ROSS, (Chicago), KNAPP, (N. Y.); Miss FRANCES E. WILLARD, and many others equally known.

The Institute is rendered specially attractive to its guests by frequent entertainments of varied character. There is no appearance of invalidism. The remedial and hotel interests in no way interfere, patients receiving every care and attention.

The proprietors are "regular" physicians, graduates of the Medical Department University of the City of New York. The Institute is endorsed and largely patronized by the medical profession. In addition to the ordinary remedial agents available in general practice, are used such special appliances as Turkish, Russian, Roman, Electro-thermal, and a great variety of Hydropathic Baths; Galvanic and Faradic Electricity, Vacuum Treatment, Movement Cure, Compressed Air, Oxygen and Medicated Inhalations, Health Lift, Calisthenics, and the numerous Mineral Waters.

The Institute is the largest and best in Saratoga, and one of the most complete in its appointments in the country. Information cheerfully furnished. **SEND FOR CIRCULAR.**

Hygienic and Turkish Bath Hotel,

13 and 15 LAIGHT STREET,

*Two blocks from the Grand Street Station
of the Elevated Railroad.*

NEW YORK.

There are Six Lines of Horse Cars passing near the Door.

Only two minutes' walk from where this boat lands. Passengers can reach this House, on arriving in New York on the Albany Steamers, in two minutes, by going up Desbrosses street to Canal, up Canal to Laight street, when they will see the House, only a few doors from the corner. They can get Dinner from 6 to 7, and Turkish Bath as late as 9 o'clock, for fifty cents, which will be very refreshing after a long journey, and good rooms at fair prices.

This well-known House is convenient of access from all parts of the city, and is now in excellent condition, having just been repaired and refurnished.

The House is noted for its pleasant parlors, and the cheerful home-like feeling that prevails. The rooms are well lighted, and the prices are moderate.

It is a temperance House, and the home of temperance people.

The Hotel Department is always open for the reception of transient and permanent guests.

A large and excellent Turkish Bath is in connection with the Hotel, open for ladies and gentlemen, where guests may take Baths, receive Massage, Oil Baths, and Electrical Treatment for health or pleasure. Those suffering from rheumatic affections, malarial diseases and other ailments, such as are benefitted by these baths, may receive careful treatment at moderate expense.

M. L. HOLBROOK, M. D.

PROPRIETOR.

THE FAVORITE ROUTE FOR FASHIONABLE PLEASURE TRAVEL.
UTICA & BLACK RIVER RAILROAD,

The Only all Rail Route to the Thousand Islands,
AND SHORTEST AND QUICKEST ROUTE FROM EASTERN POINTS.

TO ALL POINTS IN

Northern New York, the River St. Lawrence and Canada,

CONNECTING AT

CLAYTON, ALEXANDRIA BAY, BROCKVILLE AND PRESCOTT

WITH THE

ST. LAWRENCE STEAMBOAT COMPANY, PALACE DAY STEAMERS FOR MONTREAL, &c.

Passing the Thousand Islands and Rapids of the River St. Lawrence

BY DAYLIGHT.

For Maps and Connections, see pages on the back of the HUDSON RIVER MAP.

Wagner Sleeping Car attached to train, leaving Grand Central Depot, New York, at 9.00 P. M.; Albany, 1.50 A. M.; arriving at Watertown, 9.20 A. M.; Clayton, 10.00 A. M.; Alexandria Bay, 10.00 A. M.; Ogdensburg, 11.00 A. M. Breakfast, Lowville, 7.30 A. M.

Time by this Train, New York to Alexandria, 14 hours, or over 3 hours quicker than *via* any other route.

THOUSAND ISLAND FAST LINE.

The new fast train with WAGNER DRAWING ROOM CAR, Albany to Clayton, leaves Albany 9.10 A. M.; dine at Utica, 12.00 M.; arrives at Clayton, 3.55 P. M. Few stops, quick train, expressly for Tourist travel. No change of cars between Utica and Clayton.

WAGNER'S PALACE SLEEPING CARS RUN THROUGH WITHOUT ANY CHANGE OR
DELAY BETWEEN

NEW YORK AND CLAYTON (THOUSAND ISLANDS.)

WAGNER'S SUPERB DRAWING ROOM CARS RUN THROUGH WITHOUT CHANGE
BETWEEN ALBANY AND CLAYTON.

This Route is noted for its magnificent Scenery, including the wonderful

TRENTON FALLS AND LYONS' FALLS.

Through Tickets, *via* this Line, to all points in

NORTHERN NEW YORK AND CANADA.

Also EXCURSION TICKETS to

Clayton, Alexandria Bay, or Montreal,

AND RETURN, AT REDUCED RATES,

Can be obtained at all principal Railway Ticket offices, and at the office of the DAY LINE or PEOPLE'S LINE STEAMERS, in New York.

IF YOU CANNOT GET THROUGH TICKETS, BUY TO UTICA ONLY.

THEO. BUTTERFIELD

E. A. VAN HORNE,

General Passenger Agent, Utica, N. Y.

General Superintendent.

THE GATEWAY OF THE CATSKILLS.

"Via" RONDOUT.

MOUNTAIN SUMMER RESORTS.

Daily Line of Steamboats from New York.

PIER FOOT OF HARRISON STREET.

Str. "CITY OF KINGSTON,"

TUESDAYS and

THURSDAYS at 4 p.m.

and on

SATURDAYS at 1 p.m.

Str. "JAMES W. BALDWIN,"

MONDAYS,

WEDNESDAYS and

FRIDAYS,

At 4 p. m.

Landing at CRANSTON'S, CORNWALL, NEWBURGH, MARLBOROUGH
MILTON, POUGHKEEPSIE, and ESOPUS.

Leave RONDOUT Daily (except Saturdays) at 6 o'clock P. M.

Connecting at RONDOUT with Express Trains on the "Ulster & Delaware," "Stony Clove
& Catskill Mountain," and "Kaaterskill" Railroads,

AND TO ALL POINTS IN THE CATSKILL MOUNTAINS.

Passengers are carried direct to the top of the Catskill Mountains, reaching Hotel Kaaterskill,
Catskill Mountain House, Laurel House, Haines' Falls, Tannersville, Hunter, Tremper House, and
Grand Hotel, without any staging.

Tickets to all Points, and Baggage Checked Through.

Time Schedules and List of Boarding Houses mailed on application. Address

CORNELL STEAMBOAT CO.,

197 West Street, New York.

CATSKILL LINE STEAMERS.

SHORTEST, CHEAPEST AND BEST ROUTE

TO THE

Hotel Kaaterskill, Catskill Mountain House, Laurel House,
Kaaterskill Falls, Prospect Park Hotel, Grant House,
Summit Hill House, Haines Falls, Hunter, Tan-
nersville, Palenville, Cairo, Durham, Wind-
ham, and all Resorts in the

CATSKILL MOUNTAINS.

Steamers Kaaterskill and Catskill

LEAVE AS FOLLOWS:

New York to Catskill.

STR. KAATERSKILL.

Tuesdays..... }
Thursdays..... } **AT 6 P. M.**
Saturdays..... }

STR. CATSKILL.

Mondays..... }
Wednesdays..... } **AT 6 P. M.**
Fridays..... }

Catskill to New York.

STR. CATSKILL.

Sundays..... }
Tuesdays..... } **AT 6 P. M.**
Thursdays..... }

STR. KAATERSKILL.

Mondays..... }
Wednesdays..... } **AT 6 P. M.**
Fridays..... }

During July and August two boats will leave Catskill on Sundays—the Catskill at 7 P. M. and the Kaaterskill at 10 P. M.—both arriving in New York early Monday morning.

The CATSKILL MOUNTAIN RAILROAD

runs special trains to and from these steamers.

Through Tickets and Baggage Checks. Staterooms Secured in Advance.

W. J. HUGHES, Secretary and Treasurer, Catskill, N. Y.

NEW YORK PIER No. 34 NORTH RIVER, FOOT of HARRISON STREET.

WALLINGFORD, MERIDEN, NEW BRITAIN, HARTFORD,
WINDSOR-LOCKS, SPRINGFIELD, HOLYOKE,
NORTHAMPTON, AND POINTS IN
VERMONT, ETC.

THE SUPERB
NEW HAVEN STEAMERS

"C. H. Northam," "Continental," or "Elm City,"

LEAVING { New York, Pier 25, E. R., 3 P. M. and 11 P. M.
 { New Haven, 10.15 A. M. and 12 P. M.

Run in connection with SPECIAL TRAINS to all Stations on N. Y., N. H. and H.
Railroad (above New Haven), in CONNECTICUT VALLEY,
VERMONT, and WHITE MOUNTAINS.

TICKETS SOLD AND BAGGAGE CHECKED THROUGH.

A Delightful Excursion! The Sound by Daylight!
No Business Time Lost!

Take 3 P. M. Steamer, arriving in NEW HAVEN 8 P. M. Returning, leave at
12 P. M., arriving in NEW YORK 5 A. M.

All information cheerfully given at office, PIER 25, E. R.

CITIZENS' STEAMBOAT COMPANY.

J. CORNELL, President, Pier 44 No. River, N.Y. | T. D. ABRAMS, Treasurer, Troy, N. Y.
G. M. LEWIS, Gen. Tkt. Agt. " | G. W. GIBSON, Gen. Pass. Agt., " "
G. W. HORTON, Gen. Agent, also in charge of Freight Department, Troy, N. Y.

CITIZENS' LINE STEAMERS POPULAR ROUTE

—TO—

Troy, Saratoga, the Adirondacks,

LAKES GEORGE, CHAMPLAIN, BLUE MOUNTAIN LAKE,
AUSABLE CHASM, MANCHESTER, VT., MON-
TREAL, WHITE MOUNTAINS.

AND ALL POINTS NORTH AND WEST.

NEW PALACE STEAMERS,

"SARATOGA" "CITY OF TROY."

Leave New York

DAILY, except Saturday, at six p.m., from Pier
44, North River, foot CHRISTOPHER ST.

Leave Troy

DAILY, except Saturday, about 8:00 p. m.
Sunday, at six p. m.

Connecting with trains on Delaware and Hudson, New York Central, Hoosac Tunnel, Troy
and Boston, Central Vermont, and connecting Railroads and Steamers on Lakes George and
Champlain.

Sunday Steamers, both North and South, touch at Albany.

FOR TICKETS AND STATE-ROOMS: *In New York* apply at the office on the Pier; at
162, 207, 261, 421 Broadway. Tickets and State-rooms, 944, 1323 Broadway. Tickets and State-
rooms: *Brooklyn*, 737 Sixth Avenue, 4 Court Street, and 730 Fulton Street. *In the South*, at principal
ticket offices in Philadelphia, Baltimore, Washington, and Richmond.

Take the **ERIE'S**

Pullman Line

FOR OR FROM

NIAGARA FALLS,

AND

ALL POINTS WEST.

NO EXTRA CHARGE FOR FAST TIME.

A PANORAMA OF

GRAND AND PICTURESQUE SCENERY.

THREE EXPRESS TRAINS DAILY.

THE DIRECT ROUTE Through the MOUNTAIN and CATARACT
REGION of the DELAWARE to WATKINS GLEN, the LAKES of
CENTRAL NEW YORK, PORTAGE FALLS and BRIDGE.

For full particulars send for a Summer Tour Book. To be had
FREE of the Company's agents at

2 COURT ST., BROOKLYN, N. Y.,
957 BROADWAY, NEW YORK,

401 BROADWAY, NEW YORK,
187 WEST ST., NEW YORK,

And at the Depots, Foot of Chambers St., New York,

or Foot of 23rd St., North River, New York.

JNO. N. ABBOTT,

General Passenger Agent, New York.

THE
CATSKILL MOUNTAIN RAILROAD,
FROM CATSKILL LANDING, ON THE HUDSON RIVER, TO THE
CATSKILL MOUNTAINS,
IS THE
SHORTEST, QUICKEST AND MOST DESIRABLE ROUTE

TO OR FROM THE

Catskill Mountain House and Hotel Kaaterskill, Haines' Falls, Tannersville, Laurel House, Palenville, Cairo, Durham, Windham, and other points in the Catskill Mountain Region.

Passengers for the HOTEL KAATERSKILL and the CATSKILL MOUNTAIN HOUSE will reach either Hotel two hours earlier by this route than at present practicable by any other. Guests can breakfast after 8 A.M. at the above Hotels and reach New York by this route at 2:15 P.M.

Time, expense, and over fifty miles of travel saved by this route to Tourists from or to Saratoga.

Summer Boarders returning from Tannersville and vicinity should not fail to drive down the Mountains, through the famous KAATERSKILL CLOVE, and take passage by this road from Palenville to Catskill.

Close Connections made at Catskill with the Hudson River Day Line Steamers and the Catskill Night Line; the N. Y. C. & H. R. Railroad and the N. Y., W. S. & B. Railway.

Three Trains Each Way Daily in June.

Six Daily Trains Each Way in July, August, September.

Through Tickets should be purchased as follows:


To LEEDS for Leeds and vicinity.

To CAIRO (*via* Cairo Stage Line from South Cairo) for Cairo, Freehold, East Durham, Oak Hill, Durham, Acra, South Durham, East Windham, and Windham.

To LAWRENCEVILLE for Lawrenceville and Kiskatom.

To MOUNTAIN HOUSE STATION for Catskill Mountain House and Laurel House.

To PALENVILLE for Palenville, Hotel Kaaterskill, Haines' Falls, Hilton House, and Tannersville.

 *Carriages from the above Stations to the various Resorts.*

THE RAILROAD AND EQUIPMENT ARE FIRST-CLASS IN EVERY RESPECT.

RATES OF FARE FROM NEW YORK CITY.

Via Catskill Night Line Steamers—To Leeds, \$1.30; to South Cairo, \$1.40; to Cairo, \$1.75; to Lawrenceville, \$1.60; to Mountain House Station, \$1.70; to Palenville, \$1.80.

Via Hudson River Day Line Steamers—To Leeds, \$1.80; to South Cairo, \$1.90; to Cairo, \$2.25; to Lawrenceville, \$2.10; to Mountain House Station, \$2.20; to Palenville, \$2.30.

Via N. Y. C. & H. R. R. R.—To Leeds, \$2.48; to South Cairo, \$2.58; to Cairo, \$2.93; to Lawrenceville, \$2.78; to Mountain House Station, \$2.88; to Palenville, \$2.98.

Via N. Y. W. S. & B. R. R.—To Leeds, \$2.48; to South Cairo, \$2.58; to Cairo, \$2.92; to Lawrenceville, \$2.78; to Mountain House Station, \$2.88; to Palenville, \$2.98.

CHAS. A. BEACH, Supt. and Pass. Agent,

CATSKILL, N. Y.

HUDSON RIVER BY DAYLIGHT!

SARATOGA

AND THE NORTH.

Niagara Falls

AND THE WEST.

THE RESORTS OF THE CATSKILLS.

The Favorite Steamers,

ALBANY AND C. VIBBARD,

LEAVE DAILY } From foot of Vestry St., Pier 39, N. R., at 8.35 a. m.
EXCEPT SUNDAYS, } From foot of 22d St., N. R., at 9 a. m.

Connecting at ALBANY with trains for Schenectady, Utica, Plattsburgh, the Adirondacks, Montreal and the North, Buffalo, Niagara Falls, Thousand Islands and the West.

At NEW YORK with trains for Philadelphia and the South.

Connecting at RHINEBECK (by Ferry) with Express train on the Ulster & Delaware R. R., giving a through connection for the S. C. and C. M. and Kaaterskill Railroads.

At CATSKILL with Catskill Mountain Railroad.

FOR SARATOGA.—A *Special Express Train* leaves ALBANY at 6.35 p. m. for Cohoes, Mechanicsville and Ballston, arriving at Saratoga 8 p. m. Returning, leaves SARATOGA 7 a. m., makes same stops, and lands passengers at Day Line Dock in time for Boat for NEW YORK.

Excursion Tickets to NEWBURGH (nearly two hours for visiting),
WEST POINT (three hours), returning by down Boat, - - - **One Dollar.**

POINTS WORTH READING.

Style,
Economy,
Elegance,
Durability.

Our large and attractive stock of Fine Clothing for Men and Boys should command the attention of every purchaser of Clothing at retail in New York.

Our facilities for Custom Work are unequaled.

DEVLIN & CO.,

Broadway and Warren St., NEW YORK.

Lovell's Library.

The Publishers of "Lovell's Library" having decided to devote their exclusive attention to the interests of that series, have now made arrangements tending to improve the general appearance of the books in the way of better paper, printing and binding. The selections of works to be published will be made with great care. It is contemplated to include, besides the best current fiction, which will be re-issued promptly, all the leading Standard Works, not only in Fiction, but in Art, Science and Belles-Lettres.

Among the more important works recently issued, or now in press, are :

TWICE TOLD TALES.

By Nathaniel Hawthorne.

1 Vol., 12mo, No. 370 Lovell's Library..... 20 cents

GRANDFATHER'S CHAIR.

By Nathaniel Hawthorne.

1 Vol., 12mo, No. 376 Lovell's Library..... 20 cents

EMERSON'S ESSAYS.

Essays by Ralph Waldo Emerson.

1 Vol., 12mo, No. 373 Lovell's Library 20 cents

The publishers avail themselves of the expiration of copyright on the above to issue these very neat and desirable editions. They are all printed from large, clear type, and will no doubt enjoy a very large sale at the merely nominal price at which they are issued.

Essays and Leaves from a Note Book.

By George Eliot.

1 Vol., 12mo, No. 374 Lovell's Library..... 20 cents

A FAIR DEVICE.

An American Novel, by Chas. Wolcott Balestier.

1 Vol., 12mo, No. 381 Lovell's Library..... 20 cents

"Charmingly told. The story is original, and moves enticingly," says the *Syracuse Standard*, in an advance notice.

OUIDA'S NEW NOVEL.

PRINCESS NAPRAXINE.

By Ouida.

1 Vol., 12mo, No. 387 Lovell's Library..... 25 cents

WALTER BESANT'S NEW NOVEL.

DOROTHY FORSTER.

By Walter Besant, author of "All Sorts and Conditions of Men," Etc.

1 Vol., 12mo, No. 384 Lovell's Library... 20 cents

☞ We have just issued a New Catalogue, which we will send free on application. Dealers can be supplied with quantities with imprint, without charge, by applying to the publishers.

JOHN W. LOVELL COMPANY,

14 and 16 Vesey Street,
NEW YORK.



LATEST ISSUES.

384. Dorothy Forster, by Walter Besant.....	20
385. Swiss Family Robinson.....	20
386. Childhood of the World, by E. Clodd.....	10
387. Princess Napraxine, by Ouida.....	25
388. Life in the Wilds, by Harriet Martineau.....	15
389. Paradise Lost, by John Milton.....	20
390. The Land Question, by Henry George.....	10
391. Homer's Odyssey.....	20
392. Life of Milton, by Mark Pattison.....	10
393. Social Problems, by Henry George.....	20
394. The Giant's Robe, by F. Anstey.....	20
395. Sowers not Reapers, by Harriet Martineau.....	15
396. Homer's Iliad.....	30
397. Arabian Nights Entertainment.....	25
398. Life of Pope, by Leslie Stephen.....	10
399. John Holdsworth, by W. Clark Russell.....	20
400. Glen of the Echoes, by Harriet Martineau.....	15
401. Life of Johnson, by Leslie Stephen.....	10
402. How he reached the White House; or, A Famous Victory.....	25

THE FRANK LESLIE PUBLICATIONS.

MOST POPULAR,

MOST INSTRUCTIVE,

MOST ENTERTAINING.

ALL PROFUSELY ILLUSTRATED.

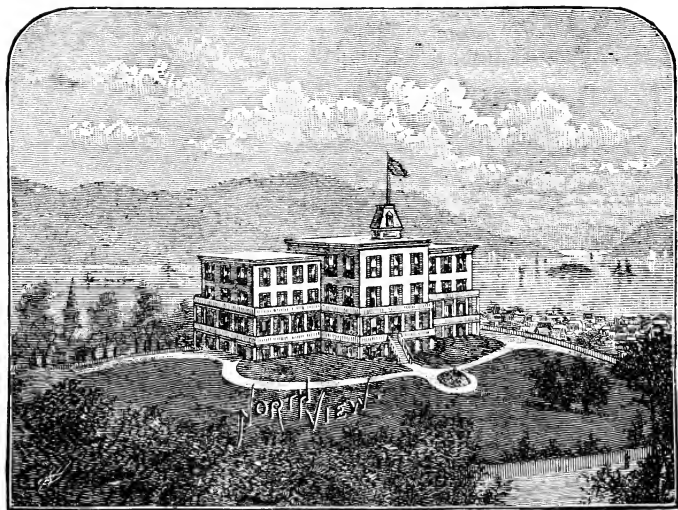
The Frank Leslie Publications may be obtained at every
News Depot, and on all Railway Trains and
Steamboat Lines in the country.

Subscriptions by mail should be addressed to

FRANK LESLIE, Publisher,

53, 55 & 57 Park Place,

NEW YORK.



THE BALDWIN HOUSE

NEWBURGH, ORANGE CO., N. Y.

Guaranteed to be the best-appointed Hotel on the Hudson River between New York and Albany.

It contains all modern improvements, commanding a fine view of the Hudson from West Point to New Hamburg. Ground 300 feet above tide-water. For beauty, extent, and variety of scenery it cannot be surpassed. House large and commodious; pleasant, shaded grounds; 500 feet Piazza. Open summer and winter.


FREE CARRIAGE to and from the House. Five minutes' drive from Steamboat Landing.

The **only first-class Hotel** in Newburgh.

Transient Board, **\$2.50 to \$3** per day; **\$8 to \$15** per week. Special rates to Families.

Tourists coming to Newburgh to visit Washington's Headquarters can take dinner at the House and then ride from House to Headquarters, have thirty minutes there, and return to landing in time for down Boat. Bus charge only 10 cents.

J. BALDWIN, Proprietor.

 Look out for the Baldwin House Bus or Carriage.

The CENTURY is perhaps the most judiciously edited Magazine in the world.—N. Y. Nation.

THE MIDSUMMER HOLIDAY NUMBER OF The Century Magazine,

Ready July 19, will be especially rich in delightful summer reading, and will contain a large number of choice engravings.

Special Attractions for the Coming Months.

A NEW STORY BY HENRY JAMES.—“A New England Winter.”

BRITISH WILD FLOWERS—By John Burroughs. Illustrated by Alfred Parsons.

DR. SEVIER—By Geo. W. Cable. The concluding chapters contain descriptions of scenes North and South at the beginning of the Civil War.

ON THE TRACK OF ULYSSES—By W. J. Stillman. The record of a yacht-cruise in the Mediterranean, undertaken at the expense of THE CENTURY MAGAZINE, and for the purpose of identifying the route of Ulysses on his return from the Trojan war.

A PROBLEMATIC CHARACTER.—A vivid and sparkling novelette, by H. H. Boyesen.

ESSAYS—By Rev. Washington Gladden. LL. D., and others on important topics of present interest.

AMERICAN ARCHITECTURE.—A series of articles by Mrs. Schuyler Van Rensselaer, on the best and most characteristic work of the new school of American Architecture, profusely illustrated with engravings of a number of the best examples of recent work.

PROF. LANGLEY ON THE SUN.—This very remarkable illustrated paper is in Prof. Langley's series on “The New Astronomy.”

For sale by all booksellers. Price \$4.00 a year; 35 cents a number, or remittances may be made direct to the publishers.

THE CENTURY CO.,

33 EAST 17TH ST., NEW-YORK, N. Y.

CATSKILL MOUNTAINS.

J. LOEFFLER'S CELEBRATED VIEWS

In the Catskill Mountains.

Every place of interest in these romantic regions is faithfully represented. The lowering mountains, the shady glens, the majestic waterfalls, which form the characteristic features of this beautiful mountain range, are so truly portrayed that one only needs to glance through the stereoscope to feel himself once more transported to those scenes which in nature have afforded him such delight.

All the views are also reproduced as slides for the magic lantern, and as transparencies for the window.

They can be had by applying to

J. LOEFFLER,

Tompkinsville, Staten Island, N. Y.

FOR SALE AT THE BOOK STANDS OF THE ALBANY DAY BOATS, AND THE PRINCIPAL HOTELS IN THE CATSKILLS.

ROGERS' GROUPS.



NEIGHBORING PEWS. PRICE, \$15.00.

These Groups are packed, without extra charge, to go to any part of the world, and their safe arrival guaranteed. If intended for Wedding Presents, they will be forwarded promptly as directed. Illustrated Catalogues of the Groups and Pedestals (in ebonized wood), can be had on application, or will be mailed by enclosing Ten Cents to

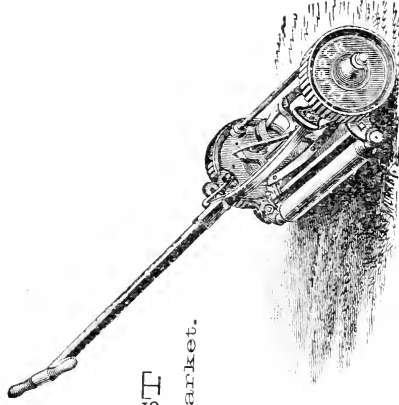
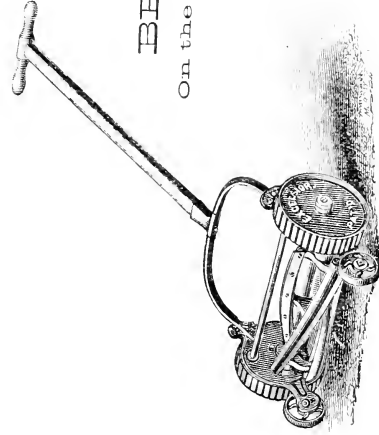
JOHN ROGERS, 23 Union Square, New York.

VISITORS ALWAYS WELCOME.

"EXCELSIOR" AND "CLIPPER"

LAWN MOWER

FOR HORSE OR HAND POWER.




BEST

On the market.

CAREFULLY CONSTRUCTED, READILY ADJUSTED, AND EASILY OPERATED. EACH MACHINE IS GUARANTEED IN EVERY PARTICULAR.

CHADBORN & COLDWELL MANUFACTURING CO.

 *Send for Circular.*

NEWBURGH, N. Y.

FAIRBANKS' STANDARD SCALES.

Grocers' and Butchers'
FIXTURES AND TOOLS.

STORE AND WAREHOUSE TRUCKS.

Copying Presses and Stands.

LAWN MOWERS.



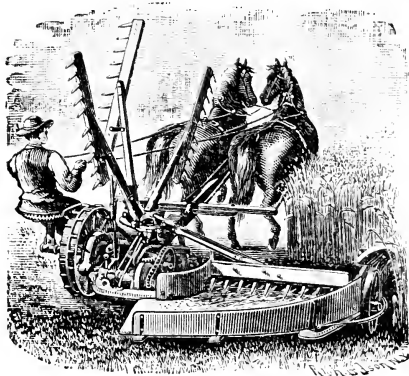
FAIRBANKS & CO.,
311 BROADWAY, NEW YORK.

SEND FOR ILLUSTRATED CATALOGUE.

The ADRIANCE BUCKEYE has for more than a *quarter of century* held its position as the LEADING MACHINE. Its *principles of construction* are the only ones that have stood the test of time, surpassing all others in SIMPLICITY, STRENGTH, LIGHTNESS of DRAFT, EASE of MANAGEMENT, DURABILITY, and CAPACITY TO DO GOOD WORK ANYWHERE.



ADRIANCE AND ADRIANCE BUCKEYE MOWERS AND REAPERS.



The ADRIANCE REAPER has proved its superiority to all machines of its class. It is light, strong, simple, easily operated, completely under control of driver, perfectly balanced, has a cased gearing, folding platform, no weight on horse's neck, no side draft.

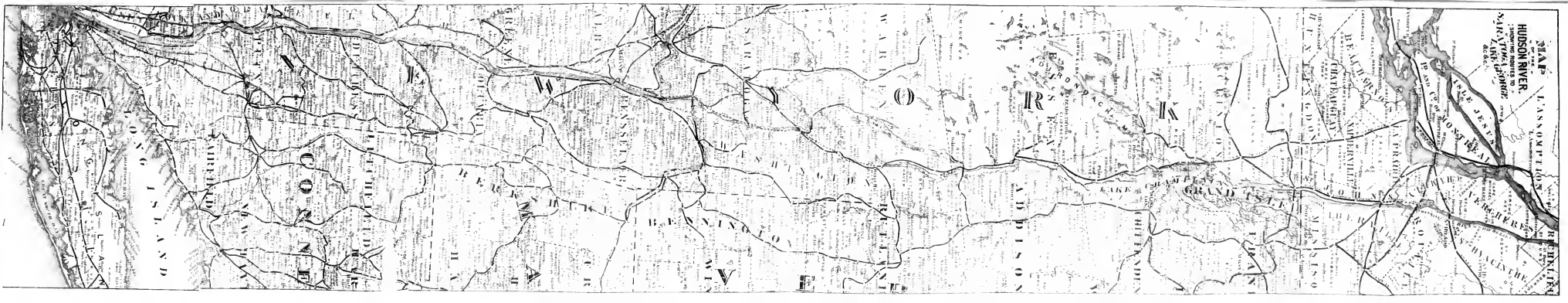
—
DESCRIPTIVE CIRCULARS
forwarded by mail.

ADRIANCE, PLATT & Co.,
BUCKEYE WORKS, POUGHKEEPSIE, N. Y.

Office, 165 Greenwich St., New York.



MAP
OF THE
HUDSON RIVER.
SHOWING ROUTES TO
SARATOGA, ALBANY,
LAKE GEORGE,
AC. &c.



THE GREAT ALL RIVER LINE

BETWEEN

NEW YORK AND BOSTON,

VIA

WPORT AND FALL RIVER.

Quickest and Most Direct Route to

TON, NEW BEDFORD, CAPE COD, MARTHA'S VINEYARD,
NANTUCKET, LOWELL, LAWRENCE, NASHUA, MANCHESTER,
CONCORD, PORTLAND, BANGOR, MOUNT
DESERT, WHITE MOUNTAINS, Etc., Etc.

SUPERB PALACE STEAMERS,

"ILGRIM," "BRISTOL," AND "PROVIDENCE."

Largest, Finest and Most Costly Steamers of their class in the World.

Splendid Bands of Music

accompany each Steamer during the season of pleasure travel.

Steamers leave NEW YORK from Pier 28, North River, foot of Murray Street. Trains connecting with Steamers at Fall River—49 miles—leave BOSTON from Old Colony R. R. Depot, corner Grand and Kneeland Sts.

BROOKLYN and JERSEY CITY PASSENGERS transferred, *via* Annex boat, to and from all of this Line.

J. R. KENDRICK,

General Manager.

GEO. L. CONNOR,

Gen'l Pass. Agent.

The above certificates can be seen at STEINWAY & SONS' warerooms, as also the "Official Reports" of the U. S. Centennial Commission, containing the verdict of all the groups, judges, just published in



ALWAYS FRESH! ALWAYS READY!

One of the advantages that TARRANT'S SELTZER APERIENT—being a dry white powder—has over many natural mineral waters, is the fact that it **never becomes vapid or stale.** It is, therefore, the most admirable preparation not only for travelers on land and sea, but for all who need a bright, fresh, sparkling alternative and corrective, and **it is always ready.**

WORTH REMEMBERING.

That TARRANT'S SELTZER APERIENT represents in each bottle from thirty to forty glasses of Sparkling Seltzer Water, containing all the virtues of the celebrated German Spring. It is **always fresh** and **always ready**, and thus commends itself to all for its **efficacy, portability** and **cheapness.**

ALL DRUGGISTS HAVE IT.

THE GREAT FALL RIVER LINE

BETWEEN
NEW YORK AND BOSTON,
VIA
NEWPORT AND FALL RIVER.

Quickest and Most Direct Route to
TAUNTON, NEW BEDFORD, CAPE COD, MARTHA'S VINEYARD,
NANTUCKET, LOWELL, LAWRENCE, NASHUA, MANCHESTER,
CONCORD, PORTLAND, BANGOR, MOUNT
DESERT, WHITE MOUNTAINS, &c., &c.

SUPERB PALACE STEAMERS,
"PILGRIM," "BRISTOL," "PROVIDENCE."
Largest, Fastest and Most Costly Steamers of their class in the World.

Splendid Bands of Music
Accompany each Steamer during the season of pleasure
travel.

Steamers leave NEW YORK from Pier 26 North River foot of Mayor Street, Thurs-
day with 50 passengers at Fall River—Monday leave FALL RIVER from Old Colony R. R. Depot for
New York and New Bedford
THURSDAY and FRIDAY CITY PASSENGERS transferred via Arrow boat, or via a from
Pier 26 to Pier 10.

J. R. KENDRICK, General Manager.
GEO. L. CONNOR, Gen'l Pass. Agent.

Boston, Concord, Montreal, White Mountains,
and Mount Washington Railways.

THE GREAT POPULAR LINE OF SUMMER TRAVEL

TO THE
WHITE MOUNTAINS
AND THE
LAKE RESORTS.

The Unbroken all Rail Line to the Summit of Mount Washington

This Route passes through the Most Romantic and Picturesque Regions
of America.

TWO THROUGH TRAINS EACH WAY, DAILY.

Boston and Littleton, Bethlehem, Profile, Twin Mountain,
Fabian and Crawford Houses

1.00 M. EXPRESS FROM BOSTON,
LOWELL, BURLINGTON, &c.

Week END AND PRIOR CARS run through to Lake Umbagog, arriving
in time for Supper.

For Ticket, Baggage, Pullman Cars, and all information, apply at
No. 5 STATE STREET, BOSTON.

GEO. W. STORER, Agent

GENERAL OFFICE, PLYMOUTH, N. H.
W. A. STOWELL,
Agent.

Our Unequaled Advantages:

Three Through Express Trains Daily. 20 Miles Shorter, and Two Hours' Quick Road Route
from New York to the Summit of Mount Washington.
The "White Mountain" Express, leaving New York at 10 A.M., and arriving at the Summit at 4 P.M., is the only train that runs through the White Mountains, and is the only train that runs through the White Mountains, and is the only train that runs through the White Mountains.
The "White Mountain" Express, leaving New York at 10 A.M., and arriving at the Summit at 4 P.M., is the only train that runs through the White Mountains, and is the only train that runs through the White Mountains.
The "White Mountain" Express, leaving New York at 10 A.M., and arriving at the Summit at 4 P.M., is the only train that runs through the White Mountains, and is the only train that runs through the White Mountains.

20 Miles Shorter
100 Miles of Track
100 Miles of Track
100 Miles of Track

WAGNER'S PALACE SLEEPING CARS

Run Through Without any Change of Cars, leaving New York and Clayton
at 10 A.M., and arriving at the Summit at 4 P.M., is the only train that runs through the White Mountains, and is the only train that runs through the White Mountains.
The "White Mountain" Express, leaving New York at 10 A.M., and arriving at the Summit at 4 P.M., is the only train that runs through the White Mountains, and is the only train that runs through the White Mountains.
The "White Mountain" Express, leaving New York at 10 A.M., and arriving at the Summit at 4 P.M., is the only train that runs through the White Mountains, and is the only train that runs through the White Mountains.

THE THOUSAND ISLANDS FAST LINE

Official Report on Steinway & Sons' Piano-Fortes:

THE NATIONAL GOLD MEDAL OF MERIT AND HONOR, Exposition Universelle, Paris, 1889.
FIRST OF THE GRAND GOLD MEDALS OF HONOR, Exposition Universelle, Paris, 1889.
FIRST PRIZE MEDAL, World's Fair, London, 1883.
ACADEMICAL HONORS, from the "Royal Academy of Arts," at Berlin and Stockholm.

Of their immense number of Testimonials, STEINWAY & SONS
beg to submit the following:

GRACIELA, TRIESTE, FROM MADAME ANTONI LINSPIEL
THE CLERICAL BUSINESS MANAGER

NEW YORK, MAY 24th 1891

ANTON KUMNSTEIN

STEINWAY & SONS

NEW YORK, MAY 24th 1891

ANTON KUMNSTEIN

STEINWAY & SONS

NEW YORK, MAY 24th 1891

ANTON KUMNSTEIN

STEINWAY & SONS

Every Piano Warranted for Five Years.

Prices as low as the exclusive use of the best materials and most
thorough workmanship will permit. Old Pianos taken in exchange.

Illustrated Catalogues with Price List mailed free on application.

STEINWAY & SONS' WAREROOMS,
STEINWAY HALL,
109 & 111 East 14th Street, N. Y.

BLUE and LONDON SMOKE GLASSES.

Good for River, Mountain and Sea-side Scenery.

FOR SALE AT THE

NEWS STANDS

OF THE

ALBANY and C. VIBBARD.

These Glasses relieve the eye from any glare of Sunlight, and give a cheerful View of Landscape.

OPERA GLASSES FOR SALE OR TO LET.

TIME TABLE of the ALBANY and C. VIBBARD.

GOING NORTH.

Brooklyn, by Annex.....	8.00 A. M.
New York Vestry St.....	8.35
New York 22d St.....	9.00
Nyack Ferry.....	10.25
West Point.....	11.50
Newburgh.....	12.25 P. M.
Poughkeepsie.....	1.15
Rhinebeck.....	2.10
Catskill.....	3.25
Hudson.....	3.45
Albany.....	6.10

GOING SOUTH.

Albany.....	8.30 A. M.
Hudson.....	10.40
Catskill.....	11.00
Rhinebeck.....	12.25 P. M.
Poughkeepsie.....	1.20
Newburgh.....	2.15
West Point.....	2.50
Nyack Ferry.....	4.05
New York 22d St.....	5.30
New York Vestry St.....	5.50
Brooklyn, by Annex.....	6.15

"FROM THE HUDSON TO THE YOSEMITE,"

A NEW VOLUME OF POEMS

— BY —

WALLACE BRUCE.

Including his Centennial Poem at Newburgh.

PUBLISHED BY AMERICAN NEWS CO.

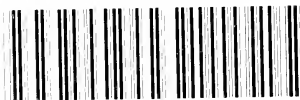
Handsomely Illustrated.

Price 50 Cents.

For Sale at News Stands.



LIBRARY OF CONGRESS



0 014 107 651 6